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# Crofutt's Overland Tours.

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Passenger Department

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OMAHA.

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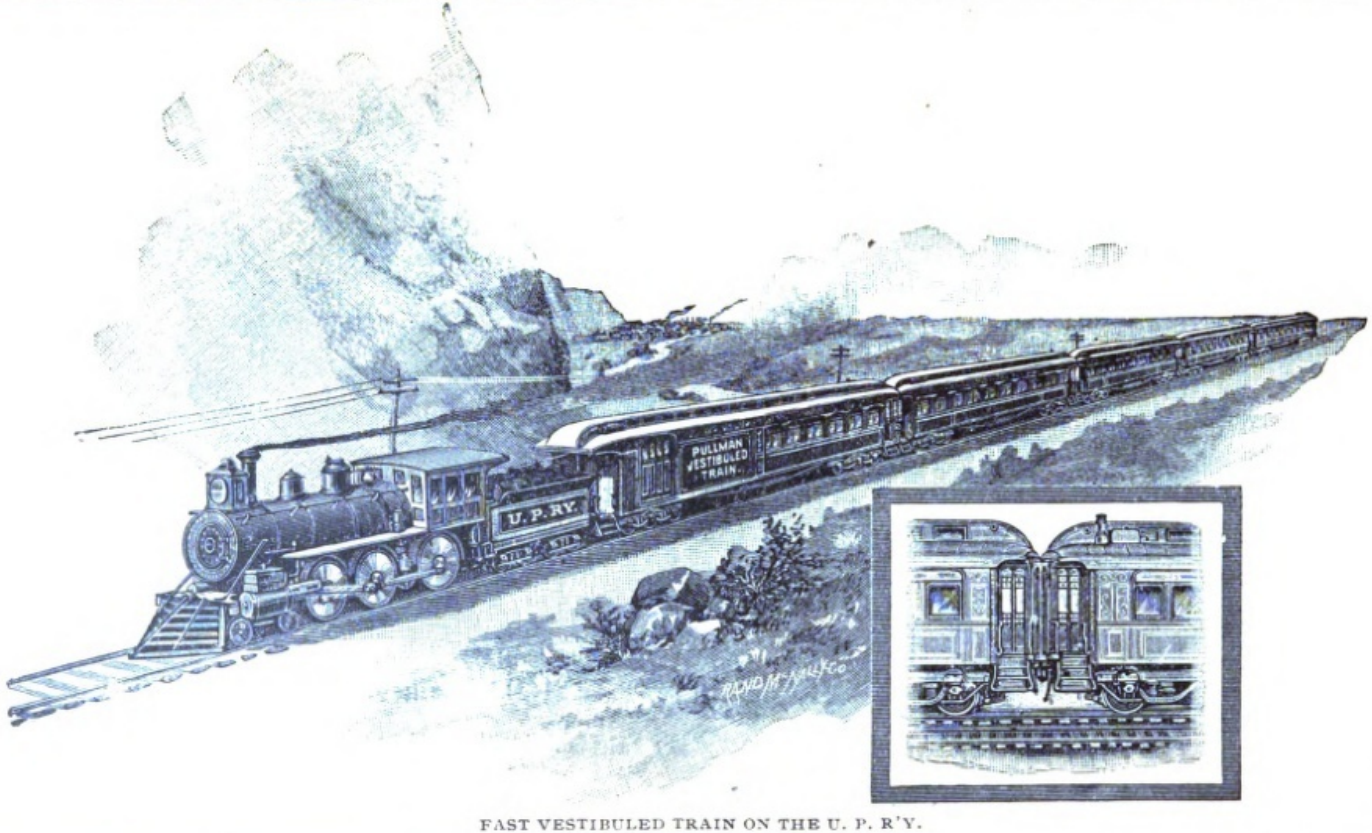


FAST VESTIBULED TRAIN ON THE U. P. R'Y.

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HOTEL BROADWATER was built and is owned by Col. C. A. Broadwater, one of the oldest, wealthiest and most energetic and honored citizens of Helena, Montana. This is a beautiful structure, covering an extensive tract of land, built on the cottage plan, with broad verandas, lighted by electricity, heated by steam, supplied with hot and cold spring water, furnished like a palace, and has attached to it the finest private bath houses in the world—finer than those given by Cæsar to Rome. It is conducted as elegantly, and the service is equal to the best Eastern resorts.

This resort is three miles from Helena, and is reached every few minutes, both night and day, by two electric lines.

RATES FROM $3.50 TO $5.00 PER DAY.

FOR DESCRIPTIVE PAMPHLETS, AND FURTHER INFORMATION, ADDRESS

**ARTHUR W. CAMPBELL, Manager Hotel Broadwater, Helena, Montana.**

## THE NATATORIUM.

The most magnificent of its kind in the United States. The architecture Moorish, it is 150 by 350 feet; 100 feet to the top of the roof, and 150 feet to the top of the towers. The building is supported by circular trusses, with no interior supports. It is a most imposing structure; seen by day, and by night as lighted by electric lights shining through all its colored windows, it is in truth an enchanted palace. The swimming pool is 100 by 300 feet, and varies in depth from 2 to 12 feet. It is constructed of masonry and cement, and a million gallons of hot mineral water run through it daily, and 500,000 gallons of cold water are required daily to temper it for bathing.

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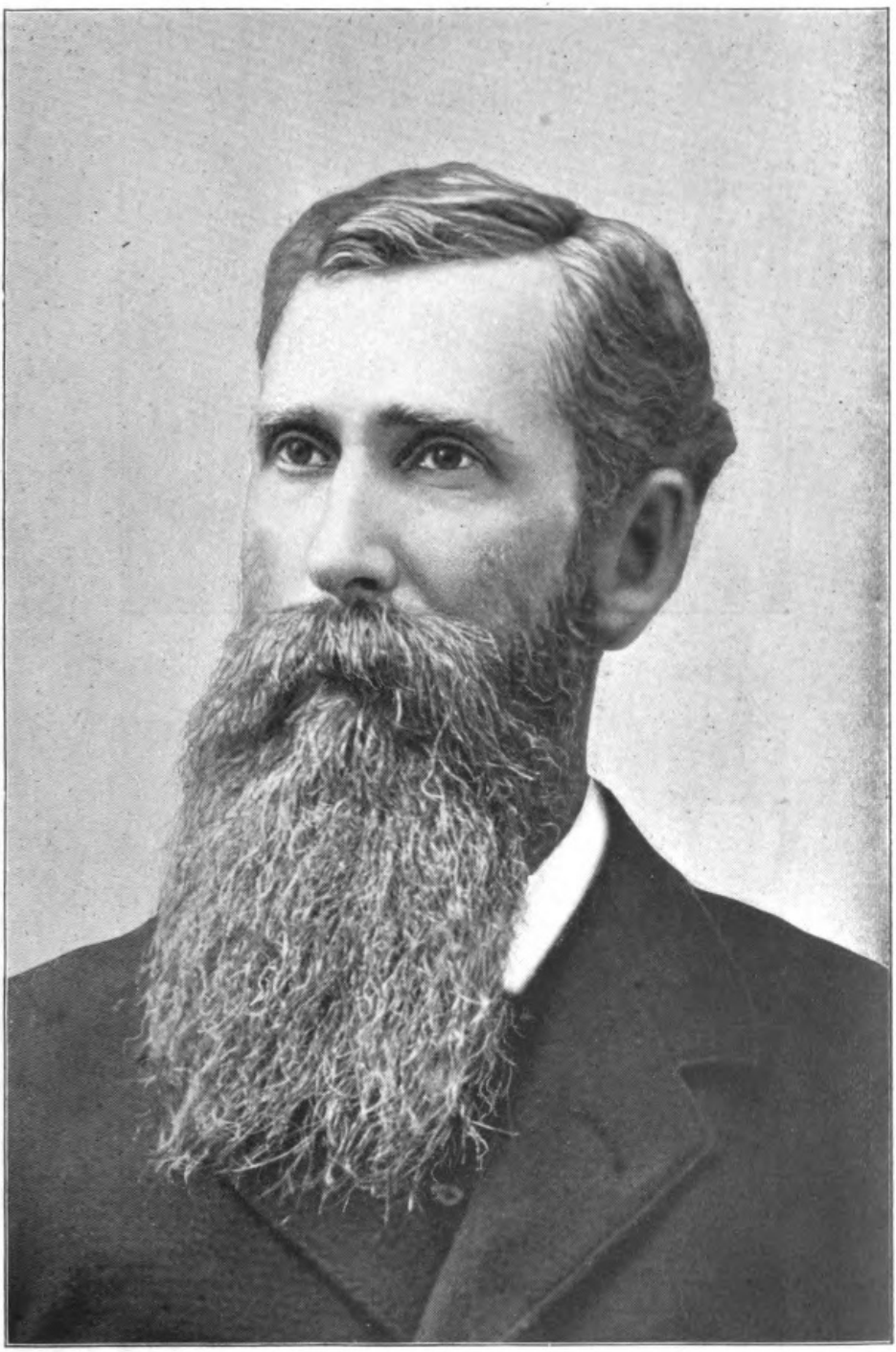

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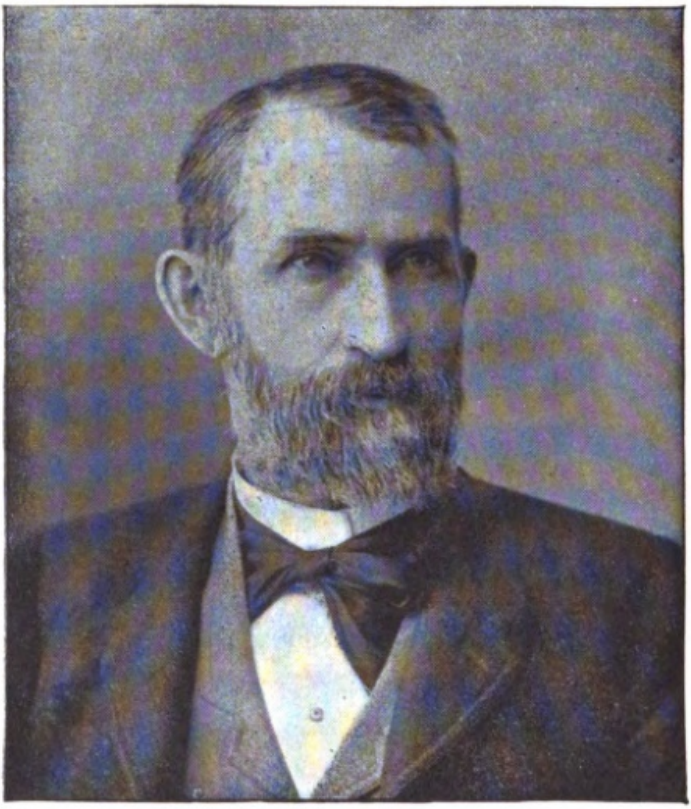

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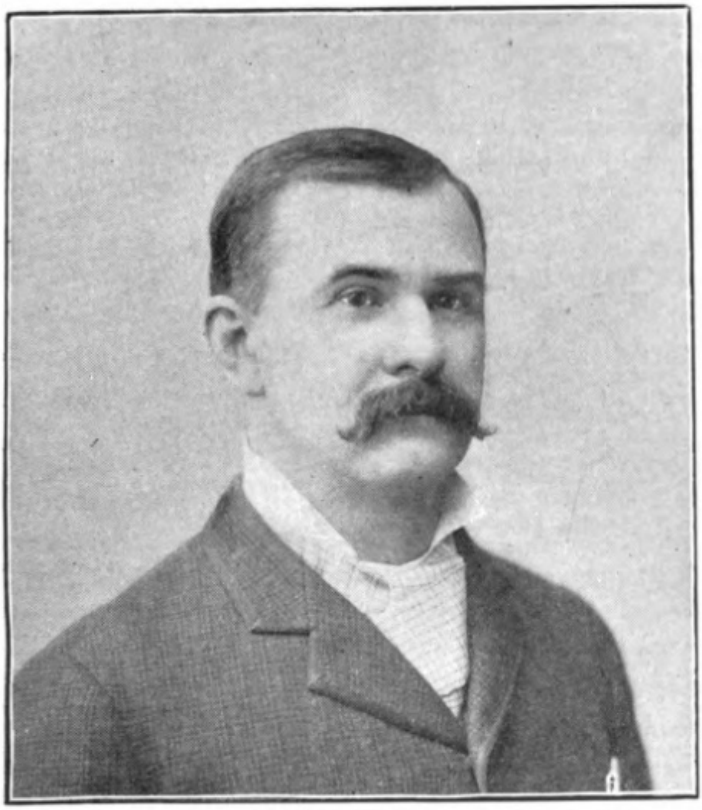

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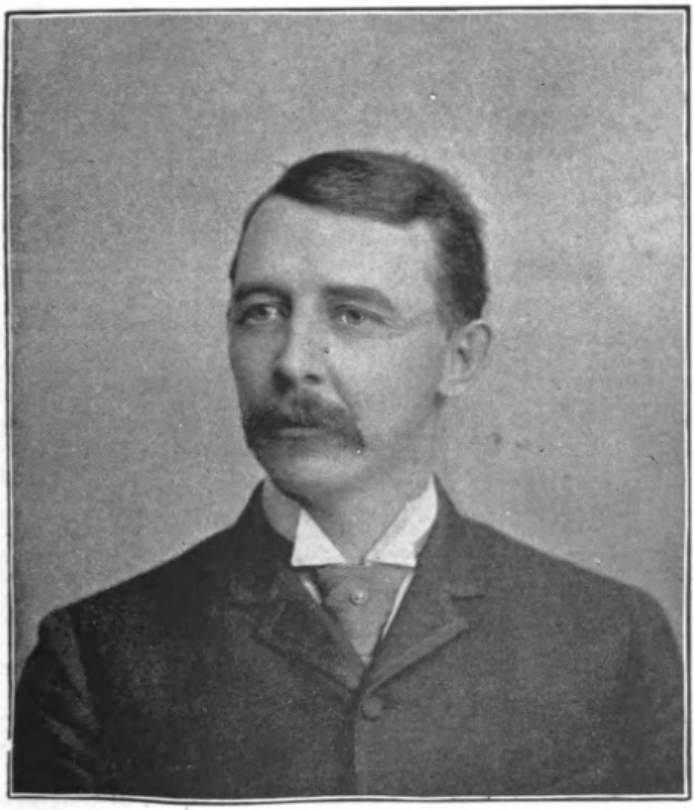

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## Six Thousand Miles of Main Tours,

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ALSO

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DESCRIPTIVE—ILLUSTRATED.

BY GEO. A. CROFUTT,

AUTHOR OF OVERLAND AND COLORADO DESCRIPTIVE TOURISTS' BOOKS, "ROUND UP," ETC.

CHAS. E. WARE, PUBLISHER,
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# HOW TO VISIT CALIFORNIA.

G. P. Conway.

TO VISIT CALIFORNIA is one thing; to make the trip in a way to secure the greatest pleasure, comfort and instruction is another. Of course everybody intends to go to California; and, with a radiant picture of great trees, and lofty waterfalls, and orange groves, and wine and raisin vineyards, in his imagination, he thinks first of GOING, leaving the MANNER of going for after-consideration. He will likely reflect that a great stretch of uninhabited country separates the land of gold from the State of his residence, and that he has nothing to take into account but the closing of his eyes to all that might lie between, and buy tickets for California. Among the Southern Pacific Company's routes to California the traveler may make a choice; and if he goes to California without having taken all things into account, he has not exercised that care which ordinary caution suggests.

## THE OGDEN ROUTE.

This is the favorite old Central Pacific, running from Ogden to San Francisco, and, with its connecting lines, constituting the shortest route from central and northern points. This line will always hold its popularity. It brings the traveler through some of the most interesting territory in the United States, including the land of the Mormons, Salt Lake and its vast fertile basin, the valley of the Humboldt, along the old overland trail, through the valleys of Nevada, and over the Sierra Nevada to California. The scenery of these mountains is of surpassing grandeur, and their historical associations of the greatest interest. After descending from the snowclad heights of the summit the train drops down into the famous old region where the first gold operations in California were conducted. At Auburn the orange groves, giving promise of the wealth of beauties which California holds, are encountered, and soon thereafter come the plains of the Sacramento, covered with orchards and vineyards and great grain fields; then the capital of California—the delightful city of Sacramento; and after that, Oakland and San Francisco.

## THE SHASTA ROUTE.

This runs from Portland, Oregon, to San Francisco, connecting at the Portland end with several great trans-continental lines which reach every town of the Eastern States. For interesting scenery, this is the favorite line into California. Running southward into California, it passes through the garden regions of Oregon, including the Willamette, the Umpqua and the Rogue river valleys, and enters California, after crossing the Siskiyou mountains, over a road which shows the finest railroad engineering and the grandest scenery in the Far West. After the Siskiyous, come the Sierra Nevada, with Mt. Shasta as the keystone of the northern end. This noble mountain, standing solitary, rears its summit 14,442 feet high. For nearly a whole day this splendid spectacle is kept in sight as the train drops down the canyons of the Sacramento to the plains of California, and it is brought into fine relief by the many other and quieter features of the scenery which these mountains afford. The road runs through Sacramento and enters San Francisco.

Any desired information concerning these routes will be furnished by any of the following agents of the Southern Pacific Company:

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**W C. WATSON, General Passenger Agent, New Orleans, La.**

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MOUNT OF HOLY CROSS.—*See page 85*

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# GENERAL INDEX.

## ILLUSTRATIONS.

### LARGE DOUBLE PAGE VIEWS.


No. 1. Falls of the Yellowstone.
" 2. Great railroad "Loop."
" 3. { Shoshone Falls. / Lateourell Falls.
" 4. { Multnomah Falls. / Rooster Rock.
" 5. Cape Horn, Columbia River.
" 6. Columbia River by Moonlight.


### FULL PAGE ILLUSTRATIONS.


| | Page. |
|---|---|
| Frontispiece. | |
| Street View in Denver | 42 |
| Hanging Rock, Clear Creek Cañon | 55 |
| Green Lake, Colorado | 66 |
| South Park, from Kenosha Hill | 72 |
| Alpine Tunnel, approach | 78 |
| Breckenridge Pass | 83 |
| Mount Holy Cross | 5 |
| Boulder Cañon, Colorado | 90 |
| Falls and Cliffs, Yellowstone | 129 |
| Young Mormon Bishops | 140 |
| Devil's Slide, Weber Cañon | 149 |
| Garfield Beach, bathing | 173 |
| Yellowstone Lake | 189 |
| American Falls and Bridge | 199 |
| Palisades of the Columbia | 280 |


### PORTRAIT.


| | Page. |
|---|---|
| Brigham Young | 152 |


### SMALLER ILLUSTRATIONS.


| | Page. |
|---|---|
| Gardner Spring, National Park | 21 |
| Pony Express | 30 |
| Bee Hive Geyser, Yellowstone | 36 |
| Capital of Colorado | 48 |
| Cattle Brand | 49 |
| The Loop, surface | 68 |
| Our Singing Birds | 93 |
| View in Yellowstone Valley | 124 |
| Pulpit Rock, Utah | 144 |
| Witches' " " | 147 |
| One Thousand Mile Tree | 147 |
| Mormon Temple | 156 |
| " Tabernacle | 156 |
| " Assembly Building | 156 |
| " Co-Op. Sign | 158 |
| Terraced Springs, Water Pockets | 180 |
| Giantess Geyser | 186 |
| Old Faithful, Yellowstone | 191 |
| Packers Going to the Mountains | 205 |
| Castle Geyser / Fire Basin | 209 |
| My Dear Deer | 212 |
| Horse Tail Fall | 247 |
| Bridal Veil Fall | 245 |
| Islands in the Columbia | 255 |
| Pillars of Hercules | 278 |


## UNION PACIFIC RAILWAY SYSTEM.


| | Page. | | Page. |
|---|---|---|---|
| U. P. Main Line | 12-17-119-123 | Maxwell Branch | 101 |
| O. & R. V. Branch | 22-25-26 | Manitou " | 96 |
| Denver Short Line Branch | 29-33 | Pan Handle " | 107 |
| Cheyenne & Northern " | 120 | Colorado Central " | 59-98 |
| Kansas Pacific " | 37 | Echo & Park City " | 145 |
| Leavenworth " | 39 | O. S. L. & U. & N. Branch | 138-181 |
| Narrow Gauge " | 39 | Salt Lake " | 154 |
| Manhattan " | 41 | Frisco " | 161 |
| Junction City " | 43 | Utah & Nevada " | 156 |
| Solomon " | 43 | Tintic " | 165 |
| Lincoln " | 44 | Montana " | 185 |
| Salinas " | 44 | Montana Union " | 194 |
| Colby " | 44 | Wood River " | 200 |
| Denver Pacific " | 33-117 | Idaho Central " | 210 |
| Marshall & Boulder " | 89 | Walla Walla " | 223 |
| Sunset " | 91 | Moscow " | 229 |
| South Park " | 69-81 | Dayton " | 225 |
| Keystone " | 84 | Pampa " | 228 |
| Boulder Valley " | 91 | Winona " | 228 |
| Denver, Texas & Ft. Worth Branch | 94 | Mullan " | 232 |
| Franceville " | 100 | Heppner " | 239 |
| Victor " | 100 | Wallula " | 238 |
| Grey's Creek " | 100 | | |


## WATER LINES.


| | Page. | | Page. |
|---|---|---|---|
| Snake River | 227 | Puget Sound | 261-266-268-269 |
| Columbia—to Dalles | 244-276 | San Francisco | 251 |
| " to Astoria | 253 | Alaska | 252-269 |
| Willamette | 252 | | |


## LAKES.


| | Page. | | Page. | | Page. |
|---|---|---|---|---|---|
| Hot | 220 | Como | 128 | Cottonwood | 75 |
| Yellowstone | 190 | Cooper | 128 | Grand | 67 |
| Swan | 180 | Crystal | 127 | Elk | 67 |
| Bear | 182 | Coeur D'Alene | 232 | Clear | 66 |
| Utah | 169 | Twin | 76 | Green | 65 |
| Great Salt | 154 | | | | |



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## MISCELLANEOUS.


Page.

Past and Present..... 11
Equipments..... 14
Stock—Feeding..... 23
" Raising..... 46
Cattle—Range..... 48
" Round-up..... 49
Colorado—Generally..... 53
" Climate.
" Irrigation.
" Products.
" Minerals.
" Mining.
" Scenery.
" Parks.....56-110
" Snowy Range.....56-110
" Wages Paid.....57-58
" University..... 91
The Mirage Phenomenon..... 47
Baggage—Sleepers—Lunch..... 18
Bridge over Missouri River..... 19
O'Fallons Bluffs..... 27
Indian Train Wreckers..... 27
White " Robbers.....29-184
Overland Pony Express..... 30
The Rockies.....32-53
Wood, $210 per cord..... 33
Sheridan Powerless..... 35
Old "Cut-off" Wagon Road..... 35
A Little History.....38-283
Agricultural College, Kansas.....40-41
Big Hunt, Duke Alexis..... 47
Chivingston's Fight..... 47
Kenosha Hill, Colorado..... 71
"Salted" to Death..... 74
Alpine Tunnel..... 79
California Gulch..... 86
Pike's Peak.....99-100
Garden of the Gods.....100
Boulder Cañon..... 91
Estes Park, etc..... 92
The Ames Bros.' Monument.....123
Winters at Sherman.....124
Dale Creek Bridge.....125
Laramie Plains.....126
Indian Reservations.....132, 185, 221, 231
Bear River Riot, *Vigilantes*.....141
Powell's Early Explorations.....137
Echo Cañon, Pulpit Rock.....142-143
Witches' Rocks, 1,000-Mile Tree.....147
Devil's Slide.....147
Grand Views.....148, 162, 210, 232
Utah Territory—Generally.....152
" " Farm Products.
" " Minerals.
" " Climate.
" " Fruit.
" " Salt.
" " Wages Paid.
" " Mormon Towns.....161
" " Devil Names.....167
" " Salt Lake.....154
" " Mormon Villages.....178
Little and Big Cottonwoods.....163-164
Snow Sheds—"Peanuts".....163-164
American Fork Cañon.....166
Grand Amphitheatre.....168, 238, 282
Fish and Frog Culture.....169
Volcanic Water Marks.....177
College Farm, Logan Temple...178-179
Yellowstone Park.....188
Montana—Generally.....191
" Mines.

Page.

Montana Indians.
" Live Stock.
" Valleys.
" Population.
" Wealth.
" Agriculture.
" College.....197
" Mammoth Works.....196
Snake River Lava Beds..... 198
Wood River Valley, Camas Prairie..201
Alturas County, Idaho.....202
Ada " " .....214
Washington " " .....215
Boise " " .....213
Nez Perces " " .....227
Latah " " .....230
Shoshone and Twin Falls.....206
Great Canal Enterprise.....210
Boise Basin and Vicinity.....213
Snake River Cañon.....216
Grande Ronde Valley.....218
Walla Walla " .....224
Umatilla County, Oregon.....222
Up the Snake to Lewiston.....227
Spokane Falls and Vicinity..... 236
Upper Palisades of the Columbia.....238
Fluming Wheat.....241
Pluto's Caldron.....241
Best View of Mt. Hood.....242
The Lock, Cascades.....246
Fisheries.....248, 265, 271
Pillars of Hercules.....248
Rooster Rock.....248
Oregon and Portland.....251
" " Educational.
" " Counties.
" " Schools, etc.
" " Statistics.
" " Meteorological.
" " Railroads, Business.
" " Industries.
" " Wool Clip, etc.
Down the Columbia River.....253
Salmon Canning.....253
Clatsop County, Oregon.....254
Pierce County, W. T.....261
Puget Sound.....261-271
Navy Yard.....263
Smelting Works.....261-266
Steel Works.....265
Big Lumber Cut.....264
Trusts, Strikes.....267
State of Washington—Generally.....251
" " The Sound.
" " Lands.
" " Minerals.
" " Lumber.
" " Banking.
" " Fish.
" " Indians.
" " Climate.
" " Agricultural.
" " Coal.
" " Wages.
" " Chinook Wind.
Peculiar Mounds.....275
The Columbia Scenery.....278
Cape Horn.....279
Castle Rock.....281
Catching Fish by Water-power.....281


## GOVERNMENT FORTS AND CAMPS.


Page.

Fort Omaha..... 20
" Sidney..... 30
" Sedgwick..... 33
" Morgan..... 34
" Riley..... 41
" Harker..... 41
" Hays..... 45
" Wallace..... 46
" Denver..... 70
" D. A. Russell.....119

Page.

Fort Laramie.....121
" Fred Steele.....131
" Washakie.....132
" Bridger..... 139
" Douglas.....158
" Walla Walla.....225
" Townsend.....268
Camp Pilot Butte.....135
Boise Barracks.....212
Vancouver Barracks.....277


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HOTEL BROADWATER was built and is owned by Col. C. A. Broadwater, one of the oldest, wealthiest and most energetic and honored citizens of Helena, Montana. This is a beautiful structure, covering an extensive tract of land, built on the cottage plan, with broad verandas, lighted by electricity, heated by steam, supplied with hot and cold spring water, furnished like a palace, and has attached to it the finest private bath houses in the world—finer than those given by Cæsar to Rome. It is conducted as elegantly, and the service is equal to the best Eastern resorts.

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FOR DESCRIPTIVE PAMPHLETS, AND FURTHER INFORMATION, ADDRESS

**ARTHUR W. CAMPBELL, Manager Hotel Broadwater, Helena, Montana.**

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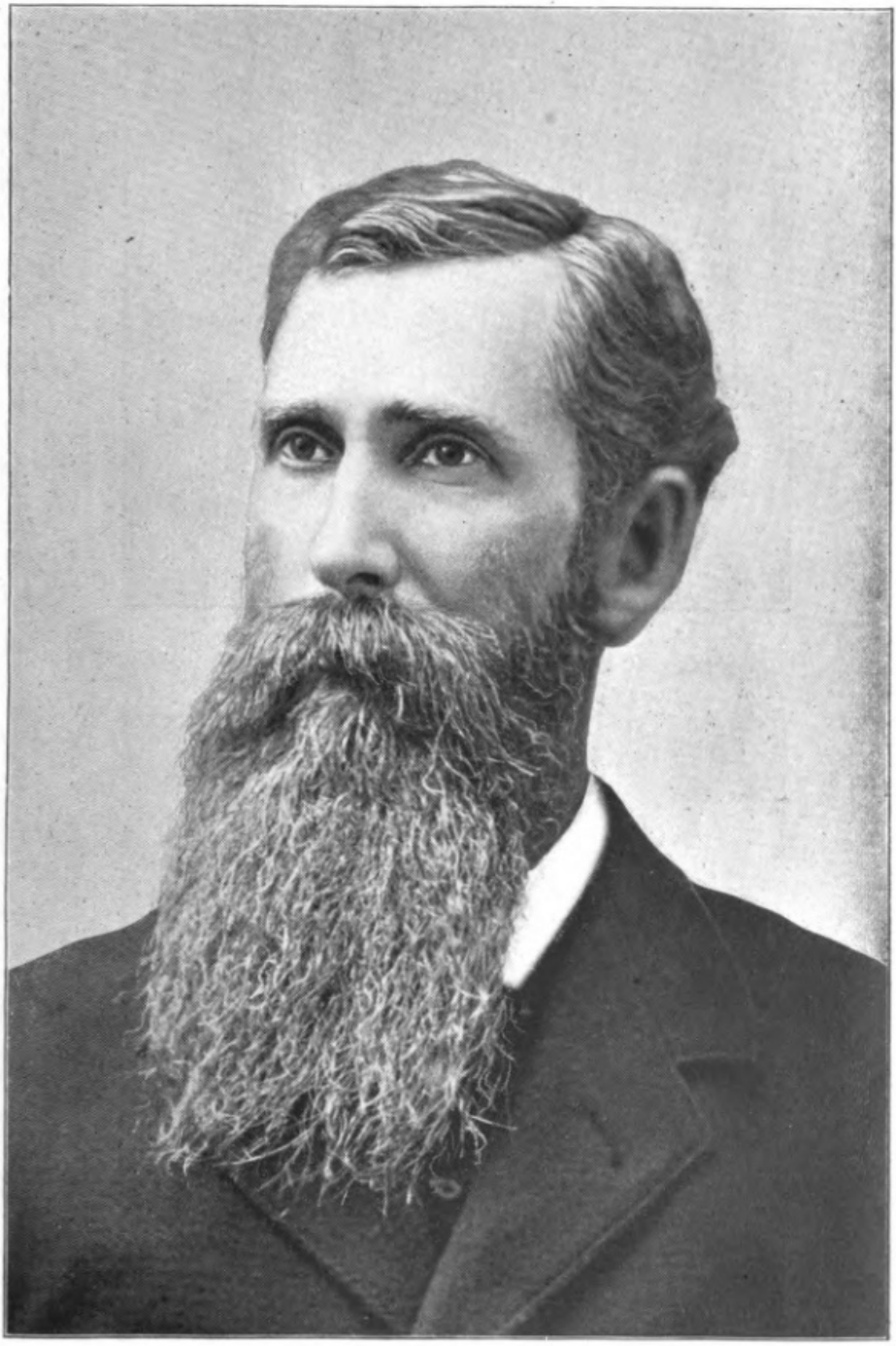

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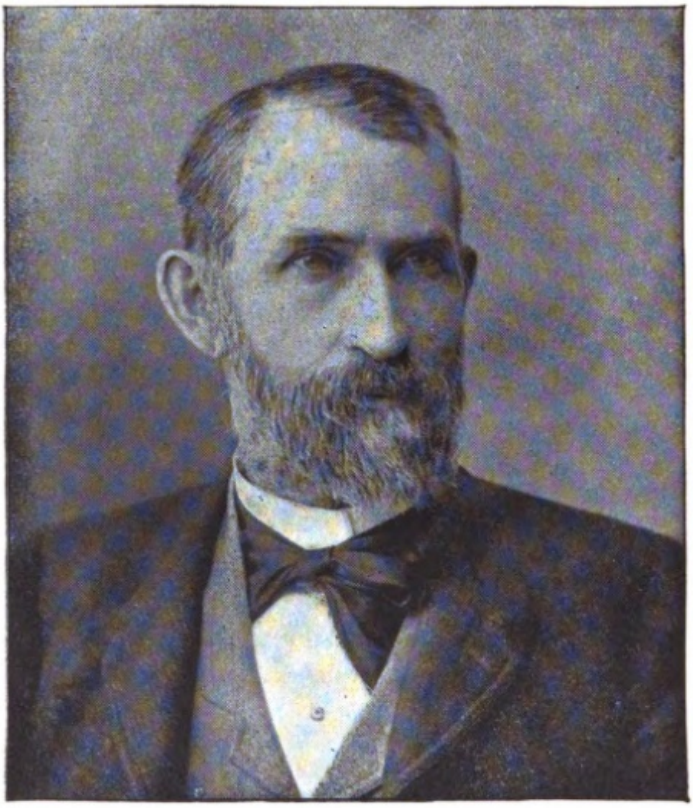

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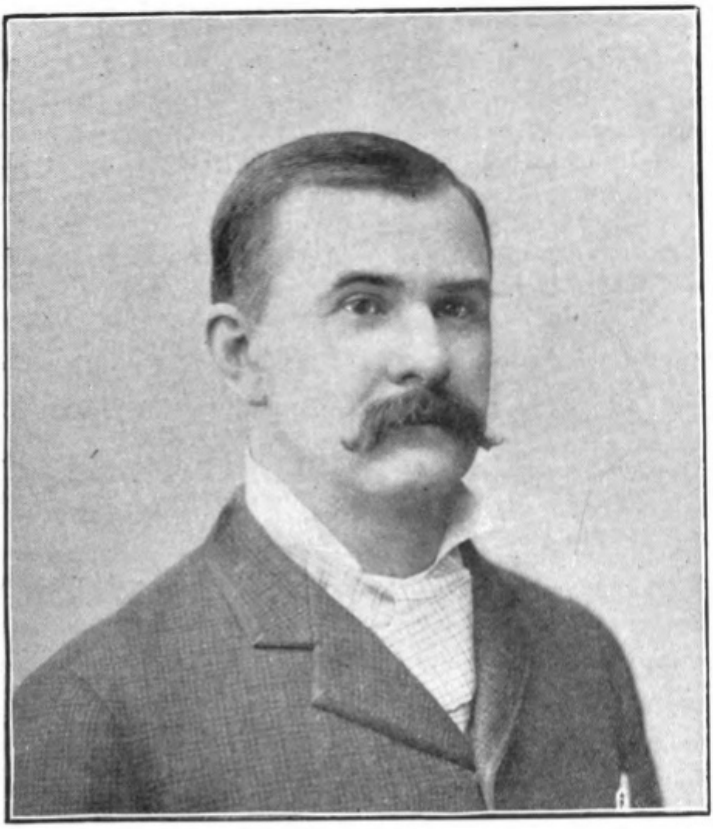

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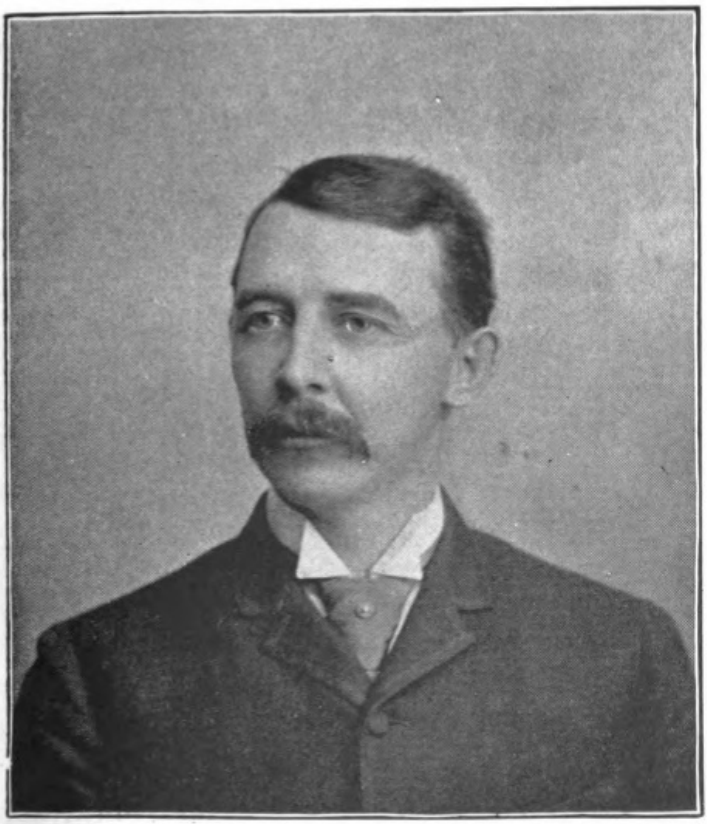

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# HOW TO VISIT CALIFORNIA.

G. L. Donay.

TO VISIT CALIFORNIA is one thing; to make the trip in a way to secure the greatest pleasure, comfort and instruction is another. Of course everybody intends to go to California; and, with a radiant picture of great trees, and lofty waterfalls, and orange groves, and wine and raisin vineyards, in his imagination, he thinks first of GOING, leaving the MANNER of going for after-consideration. He will likely reflect that a great stretch of uninhabited country separates the land of gold from the State of his residence, and that he has nothing to take into account but the closing of his eyes to all that might lie between, and buy tickets for California. Among the Southern Pacific Company's routes to California the traveler may make a choice; and if he goes to California without having taken all things into account, he has not exercised that care which ordinary caution suggests.

## THE OGDEN ROUTE.

This is the favorite old Central Pacific, running from Ogden to San Francisco, and, with its connecting lines, constituting the shortest route from central and northern points. This line will always hold its popularity. It brings the traveler through some of the most interesting territory in the United States, including the land of the Mormons, Salt Lake and its vast fertile basin, the valley of the Humboldt, along the old overland trail, through the valleys of Nevada, and over the Sierra Nevada to California. The scenery of these mountains is of surpassing grandeur, and their historical associations of the greatest interest. After descending from the snowclad heights of the summit the train drops down into the famous old region where the first gold operations in California were conducted. At Auburn the orange groves, giving promise of the wealth of beauties which California holds, are encountered, and soon thereafter come the plains of the Sacramento, covered with orchards and vineyards and great grain fields; then the capital of California—the delightful city of Sacramento; and after that, Oakland and San Francisco.

## THE SHASTA ROUTE.

This runs from Portland, Oregon, to San Francisco, connecting at the Portland end with several great trans-continental lines which reach every town of the Eastern States. For interesting scenery, this is the favorite line into California. Running southward into California, it passes through the garden regions of Oregon, including the Willamette, the Umpqua and the Rogue river valleys, and enters California, after crossing the Siskiyou mountains, over a road which shows the finest railroad engineering and the grandest scenery in the Far West. After the Siskiyous, come the Sierra Nevada, with Mt. Shasta as the keystone of the northern end. This noble mountain, standing solitary, rears its summit 14,442 feet high. For nearly a whole day this splendid spectacle is kept in sight as the train drops down the canyons of the Sacramento to the plains of California, and it is brought into fine relief by the many other and quieter features of the scenery which these mountains afford. The road runs through Sacramento and enters San Francisco.

Any desired information concerning these routes will be furnished by any of the following agents of the Southern Pacific Company:

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MOUNT OF HOLY CROSS.—*See page 85*

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# GENERAL INDEX.

## ILLUSTRATIONS.

### LARGE DOUBLE PAGE VIEWS.


No. 1. Falls of the Yellowstone.
" 2. Great railroad "Loop."
" 3. Shoshone Falls. / Lateourell Falls.
" 4. Multnomah Falls. / Rooster Rock.
" 5. Cape Horn, Columbia River.
" 6. Columbia River by Moonlight.


### FULL PAGE ILLUSTRATIONS.


| | Page. |
|---|---|
| Frontispiece. | |
| Street View in Denver | 42 |
| Hanging Rock, Clear Creek Cañon | 55 |
| Green Lake, Colorado | 66 |
| South Park, from Kenosha Hill | 72 |
| Alpine Tunnel, approach | 78 |
| Breckenridge Pass | 83 |
| Mount Holy Cross | 5 |
| Boulder Cañon, Colorado | 90 |
| Falls and Cliffs, Yellowstone | 129 |
| Young Mormon Bishops | 140 |
| Devil's Slide, Weber Cañon | 149 |
| Garfield Beach, bathing | 173 |
| Yellowstone Lake | 189 |
| American Falls and Bridge | 199 |
| Palisades of the Columbia | 280 |


### PORTRAIT.


| | Page. |
|---|---|
| Brigham Young | 152 |


### SMALLER ILLUSTRATIONS.


| | Page. |
|---|---|
| Gardner Spring, National Park | 21 |
| Pony Express | 30 |
| Bee Hive Geyser, Yellowstone | 36 |
| Capital of Colorado | 48 |
| Cattle Brand | 49 |
| The Loop, surface | 68 |
| Our Singing Birds | 93 |
| View in Yellowstone Valley | 124 |
| Pulpit Rock, Utah | 144 |
| Witches' " " | 147 |
| One Thousand Mile Tree | 147 |
| Mormon Temple | 156 |
| " Tabernacle | 156 |
| " Assembly Building | 156 |
| " Co-Op. Sign | 158 |
| Terraced Springs, Water Pockets | 180 |
| Giantess Geyser | 186 |
| Old Faithful, Yellowstone | 191 |
| Packers Going to the Mountains | 205 |
| Castle Geyser / Fire Basin | 209 |
| My Dear Deer | 212 |
| Horse Tail Fall | 247 |
| Bridal Veil Fall | 245 |
| Islands in the Columbia | 255 |
| Pillars of Hercules | 278 |


## UNION PACIFIC RAILWAY SYSTEM.


| | Page. |
|---|---|
| U. P. Main Line | 12-17-119-123 |
| O. & R. V. Branch | 22-25-26 |
| Denver Short Line Branch | 29-33 |
| Cheyenne & Northern " | 120 |
| Kansas Pacific " | 37 |
| Leavenworth " | 39 |
| Narrow Gauge " | 39 |
| Manhattan " | 41 |
| Junction City " | 43 |
| Solomon " | 43 |
| Lincoln " | 44 |
| Salinas " | 44 |
| Colby " | 44 |
| Denver Pacific " | 33-117 |
| Marshall & Boulder " | 89 |
| Sunset " | 91 |
| South Park " | 69-81 |
| Keystone " | 84 |
| Boulder Valley " | 91 |
| Denver, Texas & Ft. Worth Branch | 94 |
| Franceville " | 100 |
| Victor " | 100 |
| Grey's Creek " | 100 |
| Maxwell Branch | 101 |
| Manitou " | 96 |
| Pan Handle " | 107 |
| Colorado Central " | 59-98 |
| Echo & Park City " | 145 |
| O. S. L. & U. & N. Branch | 138-181 |
| Salt Lake " | 154 |
| Frisco " | 161 |
| Utah & Nevada " | 156 |
| Tintic " | 165 |
| Montana " | 185 |
| Montana Union " | 194 |
| Wood River " | 200 |
| Idaho Central " | 210 |
| Walla Walla " | 223 |
| Moscow " | 229 |
| Dayton " | 225 |
| Pampa " | 228 |
| Winona " | 228 |
| Mullan " | 232 |
| Heppner " | 239 |
| Wallula " | 238 |


## WATER LINES.


| | Page. |
|---|---|
| Snake River | 227 |
| Columbia—to Dalles | 244-276 |
| " to Astoria | 253 |
| Willamette | 252 |
| Puget Sound | 261-266-268-269 |
| San Francisco | 251 |
| Alaska | 252-269 |


## LAKES.


| | Page. |
|---|---|
| Hot | 220 |
| Yellowstone | 190 |
| Swan | 180 |
| Bear | 182 |
| Utah | 169 |
| Great Salt | 154 |
| Como | 128 |
| Cooper | 128 |
| Crystal | 127 |
| Coeur D'Alene | 232 |
| Twin | 76 |
| Cottonwood | 75 |
| Grand | 67 |
| Elk | 67 |
| Clear | 66 |
| Green | 65 |



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## MISCELLANEOUS.


Page.

Past and Present..... 11
Equipments..... 14
Stock—Feeding..... 23
" Raising..... 46
Cattle—Range..... 48
" Round-up..... 49
Colorado—Generally..... 53
" Climate.
" Irrigation.
" Products.
" Minerals.
" Mining.
" Scenery.
" Parks.....56–110
" Snowy Range.....56–110
" Wages Paid.....57–58
" University..... 91
The Mirage Phenomenon..... 47
Baggage—Sleepers—Lunch..... 18
Bridge over Missouri River..... 19
O'Fallons Bluffs..... 27
Indian Train Wreckers..... 27
White " Robbers.....29–184
Overland Pony Express..... 30
The Rockies.....32–53
Wood, $210 per cord..... 33
Sheridan Powerless..... 35
Old "Cut-off" Wagon Road..... 35
A Little History.....38–283
Agricultural College, Kansas.....40–41
Big Hunt, Duke Alexis..... 47
Chivingston's Fight..... 47
Kenosha Hill, Colorado..... 71
"Salted" to Death..... 74
Alpine Tunnel..... 79
California Gulch..... 86
Pike's Peak.....99–100
Garden of the Gods.....100
Boulder Cañon..... 91
Estes Park, etc..... 92
The Ames Bros.' Monument.....123
Winters at Sherman.....124
Dale Creek Bridge.....125
Laramie Plains.....126
Indian Reservations.....132, 185, 221, 231
Bear River Riot, *Vigilantes*.....141
Powell's Early Explorations.....137
Echo Cañon, Pulpit Rock.....142–143
Witches' Rocks, 1,000-Mile Tree.....147
Devil's Slide.....147
Grand Views.....148, 162, 210, 232
Utah Territory—Generally.....152
" " Farm Products.
" " Minerals.
" " Climate.
" " Fruit.
" " Salt.
" " Wages Paid.
" " Mormon Towns.....161
" " Devil Names.....167
" " Salt Lake.....154
" " Mormon Villages.....178
Little and Big Cottonwoods.....163–164
Snow Sheds—"Peanuts".....163–164
American Fork Cañon.....166
Grand Amphitheatre.....168, 238, 282
Fish and Frog Culture.....169
Volcanic Water Marks.....177
College Farm, Logan Temple...178–179
Yellowstone Park..... 188
Montana—Generally.....191
" Mines.

Page.

Montana Indians.
" Live Stock.
" Valleys.
" Population.
" Wealth.
" Agriculture.
" College.....197
" Mammoth Works.....196
Snake River Lava Beds..... 198
Wood River Valley, Camas Prairie..201
Alturas County, Idaho.....202
Ada " " .....214
Washington " " .....215
Boise " " .....213
Nez Perces " " .....227
Latah " " .....230
Shoshone and Twin Falls.....206
Great Canal Enterprise.....210
Boise Basin and Vicinity.....213
Snake River Cañon.....216
Grande Ronde Valley.....218
Walla Walla " .....224
Umatilla County, Oregon.....222
Up the Snake to Lewiston.....227
Spokane Falls and Vicinity..... 236
Upper Palisades of the Columbia.....238
Fluming Wheat.....241
Pluto's Caldron.....241
Best View of Mt. Hood.....242
The Lock, Cascades.....246
Fisheries.....248, 265, 271
Pillars of Hercules.....248
Rooster Rock.....248
Oregon and Portland.....251
" " Educational.
" " Counties.
" " Schools, etc.
" " Statistics.
" " Meteorological.
" " Railroads, Business.
" " Industries.
" " Wool Clip, etc.
Down the Columbia River.....253
Salmon Canning.....253
Clatsop County, Oregon.....254
Pierce County, W. T.....261
Puget Sound.....261–271
Navy Yard.....263
Smelting Works.....261–266
Steel Works.....265
Big Lumber Cut.....264
Trusts, Strikes.....267
State of Washington—Generally.....251
" " The Sound.
" " Lands.
" " Minerals.
" " Lumber.
" " Banking.
" " Fish.
" " Indians.
" " Climate.
" " Agricultural.
" " Coal.
" " Wages.
" " Chinook Wind.
Peculiar Mounds.....275
The Columbia Scenery.....278
Cape Horn.....279
Castle Rock.....281
Catching Fish by Water-power.....281


## GOVERNMENT FORTS AND CAMPS.


Page.

Fort Omaha..... 20
" Sidney..... 30
" Sedgwick..... 33
" Morgan..... 34
" Riley..... 41
" Harker..... 41
" Hays..... 45
" Wallace..... 46
" Denver..... 70
" D. A. Russell.....119

Page.

Fort Laramie.....121
" Fred Steele.....131
" Washakie.....132
" Bridger..... 139
" Douglas.....158
" Walla Walla.....225
" Townsend.....268
Camp Pilot Butte.....135
Boise Barracks.....212
Vancouver Barracks.....277


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## SIDE TOURS AND DETOURS.


| | Page. |
|---|---|
| **IN COLORADO.** | |
| Tour 1 | 59 |
| " 2 | 69 |
| " 3 | 82 |
| " 4 | 89 |
| Detour | 76 |
| **IN WYOMING.** | |
| Tour 5 | 120 |
| **IN UTAH.** | |
| Tour 6 | 145 |
| " 7 | 161 |
| " 8 | 172 |
| " 9 | 176 |
| Detours | 162 |
| " | 165 |
| " | 166 |
| **IN IDAHO AND MONTANA.** | |
| Tour 10 | 185 |
| " 11 | 200 |
| " 12 | 206 |
| " 13 | 210 |
| **IN OREGON AND WASHINGTON.** | |
| Tour 14 | 223 |
| " 15 | 238 |
| " 16 | 253 |
| " 17 | 269 |
| " 18 | 276 |
| Detours | 225 |
| " | 226 |
| " | 227 |
| " | 229 |
| " | 232 |


## MOUNTAINS, PEAKS AND PASSES.


| | Page. |
|---|---|
| The Rockies | 32-53 |
| The Cascades | 268-281 |
| The Olympia | 243-268 |
| The Sheep | 84 |
| The Elk | 130 |
| Noted Peaks | 257 |
| Spanish " | 101 |
| Sierra Grande Peak | 104 |
| Emery " | 104 |
| Fisher's " | 102 |
| Simpson's " | 102 |
| Gray's " | 69 |
| Torrey's " | 69 |
| LaPlata " | 67 |
| Long's. " | 92 |
| Pike's " | 99-100 |
| Capulin " | 104 |
| Buffalo Head " | 104 |
| Various Peaks | 71-85-190 |
| Mt. Blanca | 56 |
| " Holy Cross | 85 |
| " Hood | 242 |
| " Bross | 74 |
| " Lincoln | 74 |
| " Antero | 77 |
| Mt. Princeton | 77 |
| " Shavano | 77 |
| " Harvard | 75 |
| " Yale | 75 |
| " Elbert | 76 |
| " Fletcher | 84 |
| " Buckskin | 85 |
| " Nebo | 170 |
| " Aspinwall | 170 |
| " Tacoma | 259 |
| " Rainier | 249-253-259 |
| " Adams | 249-253 |
| " St. Helens | 249-253 |
| " Baker | 267 |
| Passes—Fremont's | 85 |
| " Alpine | 79 |
| " Breckenridge | 82 |
| " Lake Creek | 76 |
| " Cheyenne | 120 |
| " Sherman | 123 |
| " Continental | 133 |
| " Aspen | 139 |
| " Three Tetons | 187 |
| " Stepto Butte | 231 |


## RIVERS.


| | Page. |
|---|---|
| Elkhorn | 22 |
| Platte | 23 |
| Loup Fork | 25 |
| North Platte | 26-131 |
| Kansas | 37 |
| Solomon | 43 |
| Smoky Hill | 41 |
| Republican | 41 |
| Arkansas | 75 |
| Gunnison | 80 |
| Blue | 84 |
| Ten Mile | 84 |
| Grand | 88 |
| Roaring Fork | 87 |
| Boulder | 89 |
| Big Thompson | 92 |
| Cache-a-la-Poudre | 92-93 |
| Laramie | 122-125 |
| Little Laramie | 128 |
| Medicine Bow | 129 |
| Popo Agie | 132 |
| Green | 137 |
| Black's Fork | 138 |
| Bear | 141 |
| Las Animas | 102 |
| Cimmeron | 103 |
| Canadian | 106 |
| Red | 108 |
| Wichita | 111 |
| Weber | 145-146 |
| Jordan | 160 |
| Sevier | 171 |
| Logan | 178 |
| Ross Fork | 185 |
| Snake | 187-226 |
| Deer Lodge | 195 |
| Payette | 215 |
| Weiser | 215 |
| Powder | 217 |
| Walla Walla | 223 |
| Trouchet | 225-239 |
| Ham's Fork | 181 |
| Port Neuf | 184 |
| Palouse | 229 |
| Spokane | 236 |
| Umatilla | 221 |
| Columbia | 237-278 |
| John Days | 241 |
| De Chutes | 242 |
| Hood | 246 |
| Sandy | 248 |
| Willamette | 249-253 |
| Cowlitz | 257 |
| Chehalis | 258 |


## SPRINGS, ETC.


| | Page. |
|---|---|
| Sharon | 46 |
| Idaho | 63 |
| Hot Sulphur | 67 |
| Cottonwood | 75 |
| Hortense | 77 |
| Glenwood | 88 |
| Manitou | 98 |
| Warm—Salt Lake City | 160 |
| Hot—Ogden | 176 |
| Soda | 182 |
| Warm—Montana | 196 |
| Hailey—Hot | 203 |
| Guyer | 205 |
| Hot—Boise | 213 |
| Hot—Oregon | 220 |
| Silver | 257 |


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## STEAMER LINES.


| | Page. | | Page. |
|---|---|---|---|
| To Lewistown | 227 | To Whatcom | 266 |
| " Astoria | 253 | " Port Townsend | 268 |
| " San Francisco | 251 | " Victoria, B. C | 268 |
| " Alaska | 269 | " Olympia | 269 |
| " The Dalles | 276 | " Seattle | 261 |


## CITIES, TOWNS, STATIONS.


| | Page. | | Page. | | Page. |
|---|---|---|---|---|---|
| Abilene | 43 | Castleton | 81 | Eureka | 166 |
| Adair | 103 | Cataled | 233 | Evans | 117 |
| Adams | 223 | Cedar Fort | 165 | Evanston | 142 |
| Albana | 250 | Cedar Point | 50 | Fairbury | 22-26 |
| Albion | 25 | Cedar Rapids | 25 | Fairfield | 235 |
| Alma | 74 | Centerville (Oregon) | 223 | Fairfield, Neb. | 22-26 |
| Alpine | 77 | Central City, Neb | 25 | Fairfield, Utah | 165 |
| Alpine Tunnel | 79 | Central City, Col | 62 | Fair Haven | 266 |
| Alps | 103 | Centralia | 258 | Fairplay | 73 |
| Alta | 163 | Centreville | 155 | Fairview | 248 |
| Alto | 226 | Chambers | 172 | Falcon | 96 |
| Altus | 121 | Chatcolet | 232 | Farmington, Utah | 155 |
| Alvord | 113 | Cheyenne | 119 | Farmington, Wash. | 231 |
| American Falls | 198 | Cheyenne Wells | 47 | First View | 47 |
| American Fork | 166 | Chehalis | 258 | Folsom | 103 |
| Amorillo | 106 | Chihuahua | 84 | Forks Creek | 61 |
| Anaconda | 195 | Childress | 108 | Fort Collins | 92 |
| Arapahoe | 46 | Chuckanut | 266 | Fort Worth | 114 |
| Archer | 32 | Chugwater | 121 | Fort Morgan | 34 |
| Argo | 59 | Church Buttes | 138 | Fossil | 181 |
| Arlington | 240 | Clarendon | 107 | Francisville | 100 |
| Armstrong | 39 | Claude | 107 | Franklin | 179 |
| Arvada | 59 | Clay Centre, Neb | 22 | Fremont | 23 |
| Aspen, Colo | 87 | Clay Centre, Kan | 39 | Fremont's Pass | 85 |
| Aspen, Wyo | 139 | Clayton | 105 | Frisco | 171 |
| Astoria | 254 | Climax | 85 | Garfield | 230 |
| Baldwin | 81 | Clyde | 43 | Garfield Beach | 172 |
| Baker City | 217 | Coalville | 145 | Garos | 73 |
| Beatrice | 22-41 | Colby | 44 | Garrison | 197 |
| Beaver Brook | 60 | Colfax | 229 | Genoa | 25 |
| Beaver Cañon | 188 | Colilo | 242 | Georgetown | 65 |
| Beloit | 43 | Collinston | 177 | Gilmore | 22 |
| Berthoud | 92 | Colorado City | 98 | Glenn's Ferry | 208 |
| Belleville | 43 | Colorado Springs | 96 | Glenwood Springs | 88 |
| Bellevue | 111-202 | Columbus | 25 | Golden | 60 |
| Bellingham | 266 | Como | 73 | Granite | 76 |
| Bierstadt | 96 | Concordia | 43 | Grand Island | 26 |
| Big Springs | 29 | Cooper Lake | 228 | Granger | 138 |
| Biggs | 242 | Cottonwood | 61 | Granite Cañon | 123 |
| Bingham Junction | 162 | Creston | 133 | Grants | 241 |
| Bismark Grove | 39 | Cucharas | 101 | Graymont | 69 |
| Bitter Creek | 134 | Dana | 131 | Grayline | 193 |
| Black Buttes | 134 | David City | 22 | Greeley | 118 |
| Blackfoot | 185 | Dayton | 225 | Green River | 135 |
| Black Hawk | 62 | Decatur | 113 | Gunnison City | 80 |
| Blalock's | 240 | Deer Lodge | 196 | Hailey | 202 |
| Bliss | 208 | Denver | 50-51 | Hampton | 139 |
| Boelus | 26 | Deuel | 34 | Hancock | 77 |
| Boise City | 211 | Devil's Gate | 150 | Hartley | 105 |
| Bolles Junction | 225 | Dewey | 177 | Hays | 45 |
| Bolter Summit | 166 | Diamond | 229 | Helena | 197 |
| Bonneville | 248 | Dickey | 84 | Henrietta | 111 |
| Bordeaux | 121 | Dillon, Colo | 84 | Hilliard | 140 |
| Boreas | 82 | Dillon, Mont. | 193 | Hill Top | 74 |
| Boulder | 89 | Dome Rock | 71 | Holton | 39 |
| Bountiful | 156 | Draper | 164 | Hood River | 246 |
| Bowie | 112 | Eagle Rock | 187 | Honeyville | 177 |
| Breckenridge | 82 | East Portland | 250 | Horse Creek | 120 |
| Bridal Veil | 248 | Easton | 96 | Hortense | 77 |
| Brighton | 117 | Eaton | 118 | Hot Lake | 220 |
| Brookville | 44 | Echo | 237 | Hoxie | 44 |
| Bryan | 138 | Echo City | 143 | Hunter | 257 |
| Bucoda | 259 | Edson | 131 | Huntington | 216 |
| Buena Vista | 75 | Elbert | 95 | Huntsville | 225 |
| Buford | 123 | Elberton | 230 | Hyde Park | 179 |
| Burk | 234 | Elizabeth | 95 | Idaho Springs | 63 |
| Butte City | 194 | Elkhorn | 22 | Iowa Park | 110 |
| Caldwell | 214 | Ellis | 45 | Ironton, Utah | 166 |
| Camas | 188 | Ellsworth | 44 | Ironton, Wash | 268 |
| Carbon | 130 | El Moro | 102 | Iron Mountain | 121 |
| Carter | 139 | Emery Gap | 103 | Islay | 120 |
| Carroll's | 257 | Empire City | 65 | Juab | 170 |
| Cascade Locks | 246 | Endicott | 229 | Julesburg | 29 |
| Castle Rock Utah | 143 | Esquimalt, B. C. | 269 | Junction City | 41 |
| Castle Rock Wash | 257 | Estabrook Park | 71 | Kalama | 254-257 |


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## CITIES, TOWNS, STATIONS—Continued.


| | Page. |
|---|---|
| Kansas City | 37 |
| Kaysville | 155 |
| Kearney | 26 |
| Kelso | 257 |
| Kenosha | 71 |
| Ketchum | 204 |
| Kimball | 32 |
| Kit Carson | 47 |
| Kokomo | 84 |
| Kuna | 209 |
| La Camas | 277 |
| La Grande | 220 |
| La Salle | 35–117 |
| Lake View | 259 |
| Lander | 132 |
| Laramie City | 126 |
| Latah | 235 |
| Lawrence | 39 |
| Lawrenceburg | 43 |
| Lawrence Junction | 39 |
| Leadville | 85 |
| Leavenworth | 39 |
| Leduc | 201 |
| Lehi | 166 |
| Lehi Junction | 165 |
| Levan | 170 |
| Lewiston | 227 |
| Lincoln | 22–41 |
| Lindsborg | 44 |
| Linwood | 39 |
| Littleton | 70 |
| Logan | 178 |
| London | 73 |
| Longmont | 91 |
| Loup City | 26 |
| Loveland | 92 |
| Lower Cascades | 282 |
| Lupton | 117 |
| Manitou | 98 |
| Manitou Junction | 96 |
| Manhattan | 41–22 |
| Market Lake | 187 |
| Marysville | 22–26–41 |
| Maxwell | 237 |
| McCammon | 180 |
| McCool Junction | 22 |
| McGees | 75 |
| McPherson | 44 |
| Medicine Bow | 130 |
| Melrose | 193 |
| Melvin | 94 |
| Mendon | 178 |
| Milford | 171 |
| Millbrook | 44 |
| Milton | 223 |
| Minidoka | 200 |
| Minneapolis | 43 |
| Mirage | 47 |
| Mona | 170 |
| Monida | 199 |
| Montezuma | 84 |
| Montpelier | 182 |
| Morrison | 70 |
| Moscow | 230 |
| Mountain Home | 208 |
| Mt. Carbon | 81 |
| Mullan | 234 |
| Multonomah | 248 |
| Nampa | 209 |
| Napavine | 258 |
| Nathrop | 77 |
| Nephi | 170 |
| New Cambria | 43 |
| Norfork | 25 |
| North Platte City | 27 |
| North Powder | 218 |
| Nutria | 181 |
| Oakley | 46 |
| Oasis | 171 |
| Oconee | 25 |
| O'Fallon | 27 |
| Ogallala | 28 |
| Ogden | 150–151 |
| Ogdensburg | 41 |
| Ohio City | 80 |
| Old's Ferry | 216 |
| Olympia | 270 |
| Omaha | 19 |
| Ontario | 214 |
| Ord | 26 |
| Osburn | 234 |
| Otto | 123 |
| Oxford | 180 |
| Palouse Junction | 228 |
| Pan Handle City | 107 |
| Papillion | 22 |
| Park City | 145 |
| Parker's | 95 |
| Payette | 215 |
| Payson | 169 |
| Pendleton | 221 |
| Piedmont | 139 |
| Picabo | 201 |
| Pine Bluffs | 32 |
| Pitkin | 80 |
| Platte Cañon | 70 |
| Platteville | 117 |
| Pleasant Grove | 168 |
| Pleasant Valley | 217 |
| Pocatello | 185 |
| Point of Rocks | 134 |
| Pomeroy | 226 |
| Port Blakely | 264 |
| Port Discovery | 268 |
| Port Hadlock | 268 |
| Port Townsend | 268 |
| Portland | 249 |
| Preston | 179 |
| Provo | 168 |
| Pueblo | 101 |
| Pullman | 229 |
| Quanah | 109 |
| Rawlins | 132 |
| Red Buttes | 125 |
| Red Desert | 134 |
| Red Rock | 192 |
| Richmond | 178 |
| Riparia | 226 |
| Robinson | 84 |
| Rock Creek | 128 |
| Rockford | 235 |
| Rock Springs | 134 |
| Romley | 77 |
| Rooster Rock | 248–279 |
| Russell | 44 |
| Saint Helen's | 258 |
| Salina | 44 |
| Salt Lake City | 157 |
| Salt Wells | 134 |
| San Francisco | 251 |
| Sandy | 164 |
| Santaquin | 170 |
| Saratoga | 131 |
| Schuyler | 25 |
| Schwanders | 75 |
| Scotia | 26 |
| Seatco | 259 |
| Seattle | 262 |
| Sehome | 267 |
| Seltice | 231 |
| Separation | 133 |
| Sharon Springs | 46 |
| Sherman | 123 |
| Shoshone | 200 |
| Sidney | 30 |
| Silver Bow | 194 |
| Silver City | 166 |
| Silver Plume | 68 |
| Soda Springs | 180 |
| Solomon | 43 |
| Spanish Fork | 169 |
| Spokane Falls | 236 |
| Springfield | 179 |
| Springhill | 192 |
| Springville | 169 |
| Squally Hook | 241 |
| State Line | 39 |
| Sterling | 33 |
| Stockton | 175 |
| Stromsburg | 22 |
| St. Elmo | 77 |
| St. Mary's | 40 |
| St. Paul | 26 |
| Summit | 178 |
| Summerville | 220 |
| Sunset | 112 |
| Sutton | 22 |
| Table Rock | 134 |
| Tacoma | 260 |
| Tascosa | 106 |
| Teachout | 51 |
| Tekoa | 231 |
| Telocaset | 218 |
| Tenino | 259 |
| Texline | 105 |
| The Dalles | 243 |
| The Transfer | 17 |
| Tikura | 201 |
| Tintic | 166 |
| Tooele | 175 |
| Topeka | 40 |
| Trouchet | 239 |
| Troutdale | 248 |
| Trinidad | 102 |
| Tumwater | 275 |
| Twin Lakes | 76 |
| Uintah | 150 |
| Umatilla | 237 |
| Union | 219 |
| Upper Cascades | 282 |
| Uva | 122 |
| Valley | 22 |
| Valley Falls | 39 |
| Valparaiso | 26 |
| Vancouver | 276 |
| Vernon | 109 |
| Victoria, Kan | 45 |
| Victoria, B. C. | 269 |
| Wahoo | 22 |
| Wa-Keeney | 45 |
| Waldo | 44 |
| Walkersville | 195 |
| Wallace | 46–234 |
| Walla Walla | 224 |
| Wallula | 239 |
| Wamego | 40 |
| Wardner | 233 |
| Warm Springs | 196 |
| Wasatch | 163 |
| Washburn | 107 |
| Washougal | 277 |
| Watesburg | 225 |
| Weatherby | 217 |
| Weber | 148 |
| Weir | 29 |
| Weiser | 215 |
| Wendover | 122 |
| West Seattle | 265 |
| Weston | 223 |
| Whatcom | 267 |
| Wheatland | 122 |
| Wheeler | 84 |
| Wichita Falls | 110 |
| Willows | 240 |
| Willows Junction | 239 |
| Winlock | 258 |
| Winship | 145 |
| Wolcott | 131 |
| Wyandotte | 38 |
| Yelm Prairie | 259 |
| Zurich | 44 |


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## THE PAST AND PRESENT.

It is in the memory of the writer when Ohio and Michigan were *away out west;* when stages arrived in New York regularly every day from Boston, "weather permitting," and leaving as regularly for Philadelphia and the west. Buffalo and Pittsburgh were then the frontier towns. From the former two steamboats left, once a week, and a stage-wagon from Pittsburgh for the "Northwestern Territory," now Ohio and Michigan.

The entire white population residing west of the two cities above named numbered less than 25,000 and they were mostly hunters, trappers, and fur-traders, or refugees from justice in the east.

The popular clamor in those days in the east for the settlement of the west found voice in a universal invitation as follows:

"Come from every nation,
Come from every way
Our lands they are broad enough
So don't be alarmed,
For Uncle Sam is rich enough
To give us all a farm."

They came, and from every nation—even from China, India and Japan. They came as the winds come when forests are rended. They came as the waves come when navies are stranded.

In 1849 Illinois was the extreme frontier. The gold discoveries in California were circulated in the east about that time and tens of thousands of adventurous men started by water around "Cape Horn," 20,000 miles, for this new El Dorado. Others, more venturesome pressed into service horses, mules and cattle and many varieties of conveyances, and boldly struck out towards the setting sun, across the *then* almost unknown trackless deserts and pathless mountains; many there were who started with hand-carts, propelling them themselves.

Again, there were others who started on foot with only what they could pack on their backs, *trusting to luck* to get through to the gold fields.

In 1855 Ohio, Indiana, Michigan and Illinois were supposed to contain the wheat-growing soil of the Union, and they became known as the "granaries of the states." At that time the extreme western limit of railroad travel was at East St. Louis and Rock Island, both in the state of Illinois.

Then the "far west"—that almost mythical region—was what now constitutes those vast and fertile prairies which lie south and west of the great lakes and east of and bordering the Mississippi river; all beyond was a blank, or popularly thought to be a "howling wilderness," inhabited only by Indians, wild nomads, and all the dangers of the inferno.

About this date our hardy pioneers passed the "Rubicon" and the west receded before their advance; Missouri was peopled and the Father of Waters became the natural highway of a mighty commerce.

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Ohio, Indiana, Illinois, Michigan, Missouri, and Iowa had joined the sisterhood, and yet the tide of emigration stayed not. It traversed the Rocky mountains, and secured a foothold in Oregon. But it passed by not unheeding the rich valleys and broad prairies of Nebraska and Kansas, which retained what became, with subsequent additions, a permanent and thriving population.

In 1858-9 the gold discoveries in the "Pike's Peak country," now Colorado, caused another great rush "from every nation," and the population of California had increased to that extent, when it was added to the number comprising the great American Union; Oregon and Nevada on the western slope, and Kansas and Nebraska on the east, followed, and still the roads westward from the Missouri river were thronged with emigrants going west. They "came from every nation," etc.

**Congress Acts**—The extraordinary developments in California and Oregon prompted many *far-seeing* men in congress to advocate the building of a railroad across the continent.

At that date Iowa and Missouri were the recognized frontier.

Notwithstanding that Benton, Clarke and others had long urged the necessity and practicability of a railroad from the Missouri river to the Pacific coast, pointing out the wealth and power which would accrue to the country from its realization; the idea found favor with but few of our wise legislators until they awoke to the knowledge that even the loyal state of California was in danger of being abandoned by those in command, and turned over to the leaders of the great rebellion; that a rebel force was forming in Texas with the Pacific coast as its objective point; that foreign and domestic machinations threatened the dismemberment of the Union its three divisions; not until all this stared them in the face could our national solons see the practicability of the scheme so earnestly advocated by Sargent, of California, and his able coadjutors in the noble work. To this threatened invasion the government had little to offer for successful defense.

Then, the building of the Pacific railroad across the continent became a great national necessity, and the charter was granted for the construction of the

**Union Pacific Railroad**—The building of this road was *inaugurated by the grandest carnival of blood the world has ever known;* for, without the pressure of the rebellion, the road would probably have remained in embryo for many years.

Notwithstanding almost numberless insurmountable difficulties —financially and otherwise—the road was completed May 10th, 1869. Then

**All was changed**—The magnificent trains of the Union Pacific railroad rolled across the continent filled with emigrants and pleasure seekers through that region which only a few years before was but a dim, undefined mythical expanse, supposed to be valueless for any purpose. How great the change from the ideal to the real, as this book will show. For over 300 miles after leaving Omaha and Kansas City, that vague "great American desert" proves to be as beautiful and fertile a succession of valleys as can be found elsewhere under like geographical position.

In this last decade the railroads from the east extended their lines westward to the Missouri river, and a full score soon advertised to making "close connections" with the pioneer overland.

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The Missouri Pacific was the *first* to reach the Missouri river at Kansas City, where it arrived October 1st, 1865. The Chicago & North-Western came next, to Council Bluffs, January 17th, 1867.

The Central Pacific was the *first* to commence work on the trans-continental line at Sacramento, February 22d, 1863. Next came the Kansas Pacific [now of the Union Pacific system] September 1st, 1863, and the Union Pacific commenced November 5th, 1865.

From 1869 to 1889, twenty years records a progress the most marvelous in the world's history.

**To-day**—the superb coaches and palaces of this pioneer railroad line, crossing the continent, are equipped in the most complete manner for speed, safety and comfort, and the trains roll across the plains and over the mountains to meet the *far-off* foam-crested waves of the Pacific ocean, which bear on their bosoms a mighty and steadily increasing commerce. China, Japan, Australia, the Sandwich Islands, South America, and the famed Orient are at our doors. Also the marvelous wealth of our own west and northwest coast—California, Oregon, Washington and the rich Alaska and Puget Sound country.

Three rich, powerful, populous and progressive states have arisen, where but a few years since the Jesuit missionaries among the savages were the only works of civilization; Colorado, too, joined the sisterhood, later followed by Dakota, Montana, Washington Wyoming, and Idaho, leaving Utah, New Mexico and Arizona, to say nothing of Alaska, waiting the time, when they, too, shall add their names to the roll of honor and enter the union on an equality with the others, to which, in point of population and wealth, they have long been entitled. Thus we see that the "far west" of to-day has become *far* removed from the west of three decades ago, and what is now the central portion of our great commonwealth was then the *far, far west.*

**Now**—all over the once unknown waste, amid the cosy valleys and on the broad plains, are the homes, well cultivated fields, prolific orchards and vineyards, and countless flocks and herds of unnumbered thousand of hardy and brave pioneer settlers; they "came from every nation," etc. At the same time the towering mountains, once the home of the skulking savage and wild beast, the deep gulches and gloomy cañons are illuminated with the perpetual fires of hundreds of smelting furnaces; the ring of pick, shovel and drill, the clatter of stamps and booming of blasts, all tell of the presence of the miner; and the streams of wealth which are daily loading great railroad trains and flowing into our national coffers are marvelous and continually increasing, for just in proportion as the individual becomes enriched, so does his country partake of his fortune.

When we published our first trans-continental book, September 1, 1869, the Missouri river was the recognized frontier line. It was there all travelers for the great unknown, toward the setting sun, congregated; it was there they bid good-bye to friends, or mailed their parting lines, many times with fearful misgivings for the future.

In 1869, we secured a list of the equipments of the Union Pacific railroad. To contrast that date with the first, 20 years, we reproduce the figures, adding those for 1889.

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EQUIPMENT FOR 1869.

| | |
|---|---|
| Locomotives | 149 |
| Pullman sleepers | 22 |
| Passenger cars | 64 |
| " " second class | 13 |
| Mail and express cars | 32 |
| Caboose " | 88 |
| Baggage " | 21 |
| Box " | 1,885 |
| Flat " | 1,472 |
| Hand " | 264 |
| Dump " | 47 |
| Coal " | 231 |
| Bridge " | 12 |
| Gravel " | 20 |
| Derrick " | 2 |
| Wrecking " | 1 |
| Rubble " | 13 |
| Cook " | 1 |
| Powder " | 2 |
| Water tank " | 4 |
| Pay " | 2 |
| Officer's " | 1 |
| President's " | 1 |
| Total equipment | 4,347 |

EQUIPMENT FOR 1889.

| | |
|---|---|
| Locomotives, standard gauge | 541 |
| " narrow guage | 143 |
| Snow plows | 36 |
| Flangers | 19 |
| Pullman sleepers | 55 |
| Coaches | 198 |
| Officers' cars | 11 |
| Pay " | 2 |
| Chair " | 5 |
| Footings | 923 |
| Baggage cars | 85 |
| Mail cars | 22 |
| Express cars | 15 |
| Coach and baggage combined | 23 |
| Baggage, mail and express comb'd | 25 |
| Baggage and mail combined | 12 |
| Baggage and express combined | 11 |
| Excursion coaches | 14 |
| Excursion and emigrant sleepers | 89 |
| Coal hopper and dump cars | 397 |
| Fruit " | 325 |
| Caboose " | 297 |
| Hand " | 560 |
| Box " | 7,823 |
| " fast freight " | 392 |
| " refrigerator " | 403 |
| " furniture " | 749 |
| Flat " | 1,294 |
| Coal " | 3,621 |
| Stock " | 1,435 |
| Stock—combination " | 131 |
| Outfit " | 22 |
| Derrick " | 14 |
| Wrecking tool " | 16 |
| Pile driver " | 9 |
| Water and tank " | 65 |
| Plow and scraper " | 16 |
| Construction flat " | 23 |
| Steam shovel " | 1 |
| Total equipment | 18,780 |
| Equipment, 1869 | 4,347 |
| The increase of equipment | 14,433 |
| Total number of employés | 16,500 |

We append the following curious item of information obtained through the courtesy of Mr. A. Traynor, Gen'l Baggage Agent of the Union Pacific railway.

"GENERAL BAGGAGE OFFICE,
"COUNCIL BLUFFS, IOWA, March 19th, 1891.

Statement of the business of the baggage department for years 1886 to 1890, inclusive—five years.

| YEAR. | NO. PIECES. | EXCESS BAGGAGE. | LOSS AND DAMAGE. | RECEIVED FROM SALE UNCLAIMED. |
|---|---|---|---|---|
| 1886 | 1,792,646 | $ 93,184.90 | $ 60.00 | $ 531.10 |
| 1887 | 2,049,249 | 101,661.42 | 402.47 | 727.32 |
| 1888 | 1,873,165 | 93,496.01 | 6,929.20 | 526.95 |
| 1889 | 1,828,832 | 105,236.08 | 12,849.92 | 387.08 |
| 1890 | 3,002,670 | 164,096.02 | 14,530.07 | 1,511.55 |
| Total | 10,543,562 | $557,674.43 | $34,771.66 | $3,686.00 |

Average per year of the total value of baggage handled, estimated at $150.00 per piece, $316,306,860.00.

**Civilization** has literally rolled across the continent. "Came from every nation, came from every way," converting what was for ages supposed to be a wilderness into the most productive country.

There is no longer any "desert," the mountains have been tunnelled or scaled, the plains have been spanned by various lines of railroad, the tide of emigration has reached the Pacific coast. New York is within four days and Europe within ten days of Puget sound.

The manufacturing enterprise of the east has invaded the far west; factories are springing up in her cities and towns, and her vast mineral, lumber and fishery resources are being developed to a marvelous extent. Mines of gold and silver, producing $10,000,000 a year; of copper, $5,200,000 a year; saw-mills, sawing 517,000 feet of lumber a day; hop crops, valued at $1,500 per acre; wheat,

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140 bushels to the acre; barley, 65 bushels to the acre; four and a half tons of timothy to the acre, apples weighing 44 ounces, and wild strawberries eight inches in circumference, are among the productions of this "desert" country. A country where they catch fish by water power, rolling them into their big canneries in great streams, shipping hundreds of tons fresh, and 5,000,000 of cans annually. Where vast bodies of water *fall* sheer 2,000 feet, and in others shoot *upwards, boiling hot*, over 200 feet, where mountains elevate their peaks, snow-cappped, nearly 15,000 feet, and fearful chasms yawn to an unfathomable depth.

In 1864 no railroad had reached the Missouri river frontier line, and the entire commerce of the Missouri valley and beyond was carried on by steam packets on the river from St. Louis, or by "prairie schooners" across the country. The materials for building the Union Pacific railroad all came up the Missouri river on boats, or were hauled on wagons across the state of Iowa for hundreds of miles. When the Union Pacific railroad was commenced, Omaha had a population of 2,500, now 140,000; Kansas City, 3,600, now 132,000; Denver, 1,500, now 106,000; Salt Lake City, 4,500, now 45,000; Portland, 300, now 57,000, and scores of cities and towns containing populations now of from 5,000 to 25,000 were unknown then.

At the present time there are over 900 cities and towns west of the old Missouri frontier line of 1860 that number their population from 300 to 25,000 each, which have sprung into existence since that date.

---

THE PULLMAN PALACE CAR CO.—Now operates this class of service on the Union Pacific and connecting lines.

| PULLMAN PALACE CAR RATES BETWEEN | Double Berths. | Drawing Room. |
|---|---|---|
| New York and Chicago | $ 5.00 | $18.00 |
| New York and St. Louis | 6.00 | 22.00 |
| Boston and Chicago | 5.50 | 20.00 |
| Chicago and Omaha or Kansas City | 2.50 | 9.00 |
| Chicago and Denver | 6.00 | 21.00 |
| St. Louis and Kansas City | 2.00 | 7.00 |
| St. Louis and Omaha | 2.50 | 9.00 |
| Kansas City and Cheyenne | 4.50 | 16.00 |
| Council Bluffs, Omaha or Kansas City and Denver | 3.50 | 12.00 |
| Council Bluffs or Omaha and Cheyenne | 4.00 | 14.00 |
| Council Bluffs, Omaha or Kansas City and Salt Lake | 8.00 | 28.00 |
| Council Bluffs, Omaha or Kansas City and Ogden | 8.00 | 28.00 |
| Council Bluffs, Omaha or Kansas City and Butte | 9.50 | 36.00 |
| Council Bluffs, Omaha or Kansas City and Portland | 13.00 | 50.00 |
| C. Bluffs, Omaha or K. City and San Francisco or LosAngeles | 13.00 | 50.00 |
| Cheyenne and Portland | 10.00 | 38.00 |
| Denver and Leadville | 2.00 | ..... |
| Denver and Portland | 10.00 | 38.00 |
| Denver and Los Angeles | 11.00 | 42.00 |
| Denver and San Francisco | 11.00 | 42.00 |
| Ogden and Butte | 3.50 | 12.00 |
| Ogden and Pocatello | 2.00 | 7.00 |
| Pocatello and Butte | 1.50 | 6.00 |
| Pocatello and Ogden.....Seat | 1.00 | ..... |
| Butte and Pocatello..... " | 1.50 | ..... |

FAMILY SLEEPERS—This railway company, for the special accommodation of their second-class passengers, runs family sleeping cars on the Pacific express daily. These cars are fitted up complete with mattresses, curtains, blankets, pillows, etc., and are under the general management of the Pullman Palace Car Co.; they are very comfortable, and are provided with uniformed porters, who keep them in good order and look after the wants of the passengers. No smoking is allowed in these cars, and none

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# GENERAL INDEX.

## ILLUSTRATIONS.

### LARGE DOUBLE PAGE VIEWS.


No. 1. Falls of the Yellowstone.
" 2. Great railroad "Loop."
" 3. Shoshone Falls. / Lateourell Falls.
" 4. Multnomah Falls. / Rooster Rock.
" 5. Cape Horn, Columbia River.
" 6. Columbia River by Moonlight.


### FULL PAGE ILLUSTRATIONS.


| | Page. |
|---|---|
| Frontispiece. | |
| Street View in Denver | 42 |
| Hanging Rock, Clear Creek Cañon | 55 |
| Green Lake, Colorado | 66 |
| South Park, from Kenosha Hill | 72 |
| Alpine Tunnel, approach | 78 |
| Breckenridge Pass | 83 |
| Mount Holy Cross | 5 |
| Boulder Cañon, Colorado | 90 |
| Falls and Cliffs, Yellowstone | 129 |
| Young Mormon Bishops | 140 |
| Devil's Slide, Weber Cañon | 149 |
| Garfield Beach, bathing | 173 |
| Yellowstone Lake | 189 |
| American Falls and Bridge | 199 |
| Palisades of the Columbia | 280 |


### PORTRAIT.


| | Page. |
|---|---|
| Brigham Young | 152 |


### SMALLER ILLUSTRATIONS.


| | Page. |
|---|---|
| Gardner Spring, National Park | 21 |
| Pony Express | 30 |
| Bee Hive Geyser, Yellowstone | 36 |
| Capital of Colorado | 48 |
| Cattle Brand | 49 |
| The Loop, surface | 68 |
| Our Singing Birds | 93 |
| View in Yellowstone Valley | 124 |
| Pulpit Rock, Utah | 144 |
| Witches' " " | 147 |
| One Thousand Mile Tree | 147 |
| Mormon Temple | 156 |
| " Tabernacle | 156 |
| " Assembly Building | 156 |
| " Co-Op. Sign | 158 |
| Terraced Springs, Water Pockets | 180 |
| Giantess Geyser | 186 |
| Old Faithful, Yellowstone | 191 |
| Packers Going to the Mountains | 205 |
| Castle Geyser / Fire Basin | 209 |
| My Dear Deer | 212 |
| Horse Tail Fall | 247 |
| Bridal Veil Fall | 245 |
| Islands in the Columbia | 255 |
| Pillars of Hercules | 278 |


## UNION PACIFIC RAILWAY SYSTEM.


| | Page. |
|---|---|
| U. P. Main Line | 12-17-119-123 |
| O. & R. V. Branch | 22-25-26 |
| Denver Short Line Branch | 29-33 |
| Cheyenne & Northern " | 120 |
| Kansas Pacific " | 37 |
| Leavenworth " | 39 |
| Narrow Gauge " | 39 |
| Manhattan " | 41 |
| Junction City " | 43 |
| Solomon " | 43 |
| Lincoln " | 44 |
| Salinas " | 44 |
| Colby " | 44 |
| Denver Pacific " | 33-117 |
| Marshall & Boulder " | 89 |
| Sunset " | 91 |
| South Park " | 69-81 |
| Keystone " | 84 |
| Boulder Valley " | 91 |
| Denver, Texas & Ft. Worth Branch | 94 |
| Franceville " | 100 |
| Victor " | 100 |
| Grey's Creek " | 100 |
| Maxwell Branch | 101 |
| Manitou " | 96 |
| Pan Handle " | 107 |
| Colorado Central " | 59-98 |
| Echo & Park City " | 145 |
| O. S. L. & U. & N. Branch | 138-181 |
| Salt Lake " | 154 |
| Frisco " | 161 |
| Utah & Nevada " | 156 |
| Tintic " | 165 |
| Montana " | 185 |
| Montana Union " | 194 |
| Wood River " | 200 |
| Idaho Central " | 210 |
| Walla Walla " | 223 |
| Moscow " | 229 |
| Dayton " | 225 |
| Pampa " | 228 |
| Winona " | 228 |
| Mullan " | 232 |
| Heppner " | 239 |
| Wallula " | 238 |


## WATER LINES.


| | Page. |
|---|---|
| Snake River | 227 |
| Columbia—to Dalles | 244-276 |
| " to Astoria | 253 |
| Willamette | 252 |
| Puget Sound | 261-266-268-269 |
| San Francisco | 251 |
| Alaska | 252-269 |


## LAKES.


| | Page. | | Page. | | Page. |
|---|---|---|---|---|---|
| Hot | 220 | Como | 128 | Cottonwood | 75 |
| Yellowstone | 190 | Cooper | 128 | Grand | 67 |
| Swan | 180 | Crystal | 127 | Elk | 67 |
| Bear | 182 | Coeur D'Alene | 232 | Clear | 66 |
| Utah | 169 | Twin | 76 | Green | 65 |
| Great Salt | 154 | | | | |



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## MISCELLANEOUS.


Page.

Past and Present..... 11
Equipments..... 14
Stock—Feeding..... 23
" Raising..... 46
Cattle—Range..... 48
" Round-up..... 49
Colorado—Generally..... 53
" Climate.
" Irrigation.
" Products.
" Minerals.
" Mining.
" Scenery.
" Parks.....56–110
" Snowy Range.....56–110
" Wages Paid.....57–58
" University..... 91
The Mirage Phenomenon..... 47
Baggage—Sleepers—Lunch..... 18
Bridge over Missouri River..... 19
O'Fallons Bluffs..... 27
Indian Train Wreckers..... 27
White " Robbers.....29–184
Overland Pony Express..... 30
The Rockies.....32–53
Wood, $210 per cord..... 33
Sheridan Powerless..... 35
Old "Cut-off" Wagon Road..... 35
A Little History.....38–283
Agricultural College, Kansas.....40–41
Big Hunt, Duke Alexis..... 47
Chivingston's Fight..... 47
Kenosha Hill, Colorado..... 71
"Salted" to Death..... 74
Alpine Tunnel..... 79
California Gulch..... 86
Pike's Peak.....99–100
Garden of the Gods.....100
Boulder Cañon..... 91
Estes Park, etc..... 92
The Ames Bros.' Monument.....123
Winters at Sherman.....124
Dale Creek Bridge.....125
Laramie Plains.....126
Indian Reservations.....132, 185, 221, 231
Bear River Riot, *Vigilantes*.....141
Powell's Early Explorations.....137
Echo Cañon, Pulpit Rock.....142–143
Witches' Rocks, 1,000-Mile Tree.....147
Devil's Slide.....147
Grand Views.....148, 162, 210, 232
Utah Territory—Generally.....152
" " Farm Products.
" " Minerals.
" " Climate.
" " Fruit.
" " Salt.
" " Wages Paid.
" " Mormon Towns.....161
" " Devil Names.....167
" " Salt Lake.....154
" " Mormon Villages.....178
Little and Big Cottonwoods.....163–164
Snow Sheds—"Peanuts".....163–164
American Fork Cañon.....166
Grand Amphitheatre.....168, 238, 282
Fish and Frog Culture.....169
Volcanic Water Marks.....177
College Farm, Logan Temple...178–179
Yellowstone Park..... .....188
Montana—Generally.....191
" Mines.

Page.

Montana Indians.
" Live Stock.
" Valleys.
" Population.
" Wealth.
" Agriculture.
" College.....197
" Mammoth Works.....196
Snake River Lava Beds..... 198
Wood River Valley, Camas Prairie..201
Alturas County, Idaho.....202
Ada " " .....214
Washington " " .....215
Boise " " .....213
Nez Perces " " .....227
Latah " " .....230
Shoshone and Twin Falls.....206
Great Canal Enterprise.....210
Boise Basin and Vicinity.....213
Snake River Cañon.....216
Grande Ronde Valley.....218
Walla Walla " .....224
Umatilla County, Oregon.....222
Up the Snake to Lewiston.....227
Spokane Falls and Vicinity..... 236
Upper Palisades of the Columbia.....238
Fluming Wheat.....241
Pluto's Caldron.....241
Best View of Mt. Hood.....242
The Lock, Cascades.....246
Fisheries.....248, 265, 271
Pillars of Hercules.....248
Rooster Rock.....248
Oregon and Portland.....251
" " Educational.
" " Counties.
" " Schools, etc.
" " Statistics.
" " Meteorological.
" " Railroads, Business.
" " Industries.
" " Wool Clip, etc.
Down the Columbia River.....253
Salmon Canning.....253
Clatsop County, Oregon.....254
Pierce County, W. T.....261
Puget Sound.....261–271
Navy Yard.....263
Smelting Works..... .....261–266
Steel Works.....265
Big Lumber Cut.....264
Trusts, Strikes.....267
State of Washington—Generally.....251
" " The Sound.
" " Lands.
" " Minerals.
" " Lumber.
" " Banking.
" " Fish.
" " Indians.
" " Climate.
" " Agricultural.
" " Coal.
" " Wages.
" " Chinook Wind.
Peculiar Mounds.....275
The Columbia Scenery.....278
Cape Horn.....279
Castle Rock.....281
Catching Fish by Water-power.....281


## GOVERNMENT FORTS AND CAMPS.


Page.

Fort Omaha..... 20
" Sidney..... 30
" Sedgwick..... 33
" Morgan..... 34
" Riley..... 41
" Harker..... 44
" Hays..... 45
" Wallace..... 46
" Denver..... 70
" D. A. Russell.....119

Page.

Fort Laramie.....121
" Fred Steele.....131
" Washakie..... .....132
" Bridger..... 139
" Douglas.....158
" Walla Walla.....225
" Townsend.....268
Camp Pilot Butte.....135
Boise Barracks..... .....212
Vancouver Barracks.....277


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## SIDE TOURS AND DETOURS.


IN COLORADO.

Tour 1 ..... 59
" 2 ..... 69
" 3 ..... 82
" 4 ..... 89
Detour ..... 76

IN WYOMING.

Tour 5 ..... 120

IN UTAH.

Tour 6 ..... 145
" 7 ..... 161
" 8 ..... 172
" 9 ..... 176
Detours ..... 162
" ..... 165
" ..... 166

IN IDAHO AND MONTANA.

Tour 10 ..... 185
" 11 ..... 200
" 12 ..... 206
" 13 ..... 210

IN OREGON AND WASHINGTON.

Tour 14 ..... 223
" 15 ..... 238
" 16 ..... 253
" 17 ..... 269
" 18 ..... 276
Detours ..... 225
" ..... 226
" ..... 227
" ..... 229
" ..... 232


## MOUNTAINS, PEAKS AND PASSES.


The Rockies ..... 32-53
The Cascades ..... 268-281
The Olympia ..... 243-268
The Sheep ..... 84
The Elk ..... 130
Noted Peaks ..... 257
Spanish " ..... 101
Sierra Grande Peak ..... 104
Emery " ..... 104
Fisher's " ..... 102
Simpson's " ..... 102
Gray's " ..... 69
Torrey's " ..... 69
LaPlata " ..... 67
Long's. " ..... 92
Pike's " ..... 99-100
Capulin " ..... 104
Buffalo Head " ..... 104
Various Peaks ..... 71-85-190
Mt. Blanca ..... 56
" Holy Cross ..... 85
" Hood ..... 242
" Bross ..... 74
" Lincoln ..... 74
" Antero ..... 77
Mt. Princeton ..... 77
" Shavano ..... 77
" Harvard ..... 75
" Yale ..... 75
" Elbert ..... 76
" Fletcher ..... 84
" Buckskin ..... 85
" Nebo ..... 170
" Aspinwall ..... 170
" Tacoma ..... 259
" Rainier ..... 249-253-259
" Adams ..... 249-253
" St. Helens ..... 249-253
" Baker ..... 267
Passes—Fremont's ..... 85
" Alpine ..... 79
" Breckenridge ..... 82
" Lake Creek ..... 76
" Cheyenne ..... 120
" Sherman ..... 123
" Continental ..... 133
" Aspen ..... 139
" Three Tetons ..... 187
" Stepto Butte ..... 231


## RIVERS.


Elkhorn ..... 22
Platte ..... 23
Loup Fork ..... 25
North Platte ..... 26-131
Kansas ..... 37
Solomon ..... 43
Smoky Hill ..... 41
Republican ..... 41
Arkansas ..... 75
Gunnison ..... 80
Blue ..... 84
Ten Mile ..... 84
Grand ..... 88
Roaring Fork ..... 87
Boulder ..... 89
Big Thompson ..... 92
Cache-a-la-Poudre ..... 92-93
Laramie ..... 122-125
Little Laramie ..... 128
Medicine Bow ..... 129
Popo Agie ..... 132
Green ..... 137
Black's Fork ..... 138
Bear ..... 141
Las Animas ..... 102
Cimmeron ..... 103
Canadian ..... 106
Red ..... 108
Wichita ..... 111
Weber ..... 145-146
Jordan ..... 160
Sevier ..... 171
Logan ..... 178
Ross Fork ..... 185
Snake ..... 187-226
Deer Lodge ..... 195
Payette ..... 215
Weiser ..... 215
Powder ..... 217
Walla Walla ..... 223
Trouchet ..... 225-239
Ham's Fork ..... 181
Port Neuf ..... 184
Palouse ..... 229
Spokane ..... 236
Umatilla ..... 221
Columbia ..... 237-278
John Days ..... 241
De Chutes ..... 242
Hood ..... 246
Sandy ..... 248
Willamette ..... 249-253
Cowlitz ..... 257
Chehalis ..... 258


## SPRINGS, ETC.


Sharon ..... 46
Idaho ..... 63
Hot Sulphur ..... 67
Cottonwood ..... 75
Hortense ..... 77
Glenwood ..... 88
Manitou ..... 98
Warm—Salt Lake City ..... 160
Hot—Ogden ..... 176
Soda ..... 182
Warm—Montana ..... 196
Hailey—Hot ..... 203
Guyer ..... 205
Hot—Boise ..... 213
Hot—Oregon ..... 220
Silver ..... 257


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## STEAMER LINES.


| | Page. | | Page. |
|---|---|---|---|
| To Lewistown | 227 | To Whatcom | 266 |
| " Astoria | 253 | " Port Townsend | 268 |
| " San Francisco | 251 | " Victoria, B. C | 268 |
| " Alaska | 269 | " Olympia | 269 |
| " The Dalles | 276 | " Seattle | 261 |


## CITIES, TOWNS, STATIONS.


| | Page. | | Page. | | Page. |
|---|---|---|---|---|---|
| Abilene | 43 | Castleton | 81 | Eureka | 166 |
| Adair | 103 | Cataled | 233 | Evans | 117 |
| Adams | 223 | Cedar Fort | 165 | Evanston | 142 |
| Albana | 250 | Cedar Point | 50 | Fairbury | 22-26 |
| Albion | 25 | Cedar Rapids | 25 | Fairfield | 235 |
| Alma | 74 | Centerville (Oregon) | 223 | Fairfield, Neb. | 22-26 |
| Alpine | 77 | Central City, Neb | 25 | Fairfield, Utah | 165 |
| Alpine Tunnel | 79 | Central City, Col | 62 | Fair Haven | 266 |
| Alps | 103 | Centralia | 258 | Fairplay | 73 |
| Alta | 163 | Centreville | 155 | Fairview | 248 |
| Alto | 226 | Chambers | 172 | Falcon | 96 |
| Altus | 121 | Chatcolet | 232 | Farmington, Utah | 155 |
| Alvord | 113 | Cheyenne | 119 | Farmington, Wash. | 231 |
| American Falls | 198 | Cheyenne Wells | 47 | First View | 47 |
| American Fork | 166 | Chehalis | 258 | Folsom | 103 |
| Amorillo | 106 | Chihuahua | 84 | Forks Creek | 61 |
| Anaconda | 195 | Childress | 108 | Fort Collins | 92 |
| Arapahoe | 46 | Chuckanut | 266 | Fort Worth | 114 |
| Archer | 32 | Chugwater | 121 | Fort Morgan | 34 |
| Argo | 59 | Church Buttes | 138 | Fossil | 181 |
| Arlington | 240 | Clarendon | 107 | Francisville | 100 |
| Armstrong | 39 | Claude | 107 | Franklin | 179 |
| Arvada | 59 | Clay Centre, Neb | 22 | Fremont | 23 |
| Aspen, Colo | 87 | Clay Centre, Kan | 39 | Fremont's Pass | 85 |
| Aspen, Wyo | 139 | Clayton | 105 | Frisco | 171 |
| Astoria | 254 | Climax | 85 | Garfield | 230 |
| Baldwin | 81 | Clyde | 43 | Garfield Beach | 172 |
| Baker City | 217 | Coalville | 145 | Garos | 73 |
| Beatrice | 22-41 | Colby | 44 | Garrison | 197 |
| Beaver Brook | 60 | Colfax | 229 | Genoa | 25 |
| Beaver Cañon | 188 | Colilo | 242 | Georgetown | 65 |
| Beloit | 43 | Collinston | 177 | Gilmore | 22 |
| Berthoud | 92 | Colorado City | 98 | Glenn's Ferry | 208 |
| Belleville | 43 | Colorado Springs | 96 | Glenwood Springs | 88 |
| Bellevue | 111-202 | Columbus | 25 | Golden | 60 |
| Bellingham | 266 | Como | 73 | Granite | 76 |
| Bierstadt | 96 | Concordia | 43 | Grand Island | 26 |
| Big Springs | 29 | Cooper Lake | 228 | Granger | 138 |
| Biggs | 242 | Cottonwood | 61 | Granite Cañon | 123 |
| Bingham Junction | 162 | Creston | 133 | Grants | 241 |
| Bismark Grove | 39 | Cucharas | 101 | Graymont | 69 |
| Bitter Creek | 134 | Dana | 131 | Grayline | 193 |
| Black Buttes | 134 | David City | 22 | Greeley | 118 |
| Blackfoot | 185 | Dayton | 225 | Green River | 135 |
| Black Hawk | 62 | Decatur | 113 | Gunnison City | 80 |
| Blalock's | 240 | Deer Lodge | 196 | Hailey | 202 |
| Bliss | 208 | Denver | 50-51 | Hampton | 139 |
| Boelus | 26 | Deuel | 34 | Hancock | 77 |
| Boise City | 211 | Devil's Gate | 150 | Hartley | 105 |
| Bolles Junction | 225 | Dewey | 177 | Hays | 45 |
| Bolter Summit | 166 | Diamond | 229 | Helena | 197 |
| Bonneville | 248 | Dickey | 84 | Henrietta | 111 |
| Bordeaux | 121 | Dillon, Colo | 84 | Hilliard | 140 |
| Boreas | 82 | Dillon, Mont. | 193 | Hill Top | 74 |
| Boulder | 89 | Dome Rock | 71 | Holton | 39 |
| Bountiful | 156 | Draper | 164 | Hood River | 246 |
| Bowie | 112 | Eagle Rock | 187 | Honeyville | 177 |
| Breckenridge | 82 | East Portland | 250 | Horse Creek | 120 |
| Bridal Veil | 248 | Easton | 96 | Hortense | 77 |
| Brighton | 117 | Eaton | 118 | Hot Lake | 220 |
| Brookville | 44 | Echo | 237 | Hoxie | 44 |
| Bryan | 138 | Echo City | 143 | Hunter | 257 |
| Bucoda | 259 | Edson | 131 | Huntington | 216 |
| Buena Vista | 75 | Elbert | 95 | Huntsville | 225 |
| Buford | 123 | Elberton | 230 | Hyde Park | 179 |
| Burk | 234 | Elizabeth | 95 | Idaho Springs | 63 |
| Butte City | 194 | Elkhorn | 22 | Iowa Park | 110 |
| Caldwell | 214 | Ellis | 45 | Ironton, Utah | 166 |
| Camas | 188 | Ellsworth | 44 | Ironton, Wash | 268 |
| Carbon | 130 | El Moro | 102 | Iron Mountain | 121 |
| Carter | 139 | Emery Gap | 103 | Islay | 120 |
| Carroll's | 257 | Empire City | 65 | Juab | 170 |
| Cascade Locks | 246 | Endicott | 229 | Julesburg | 29 |
| Castle Rock Utah | 143 | Esquimalt, B. C. | 269 | Junction City | 41 |
| Castle Rock Wash | 257 | Estabrook Park | 71 | Kalama | 254-257 |


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## CITIES, TOWNS, STATIONS—Continued.


| | Page. |
|---|---|
| Kansas City | 37 |
| Kaysville | 155 |
| Kearney | 26 |
| Kelso | 257 |
| Kenosha | 71 |
| Ketchum | 204 |
| Kimball | 32 |
| Kit Carson | 47 |
| Kokomo | 84 |
| Kuna | 209 |
| La Camas | 277 |
| La Grande | 220 |
| La Salle | 35-117 |
| Lake View | 259 |
| Lander | 132 |
| Laramie City | 126 |
| Latah | 235 |
| Lawrence | 39 |
| Lawrenceburg | 43 |
| Lawrence Junction | 39 |
| Leadville | 85 |
| Leavenworth | 39 |
| Leduc | 201 |
| Lehi | 166 |
| Lehi Junction | 165 |
| Levan | 170 |
| Lewiston | 227 |
| Lincoln | 22-41 |
| Lindsborg | 44 |
| Linwood | 39 |
| Littleton | 70 |
| Logan | 178 |
| London | 73 |
| Longmont | 91 |
| Loup City | 26 |
| Loveland | 92 |
| Lower Cascades | 282 |
| Lupton | 117 |
| Manitou | 98 |
| Manitou Junction | 96 |
| Manhattan | 41-22 |
| Market Lake | 187 |
| Marysville | 22-26-41 |
| Maxwell | 237 |
| McCammon | 180 |
| McCool Junction | 22 |
| McGees | 75 |
| McPherson | 44 |
| Medicine Bow | 130 |
| Melrose | 193 |
| Melvin | 94 |
| Mendon | 178 |
| Milford | 171 |
| Millbrook | 44 |
| Milton | 223 |
| Minidoka | 200 |
| Minneapolis | 43 |
| Mirage | 47 |
| Mona | 170 |
| Monida | 199 |
| Montezuma | 84 |
| Montpelier | 182 |
| Morrison | 70 |
| Moscow | 230 |
| Mountain Home | 208 |
| Mt. Carbon | 81 |
| Mullan | 234 |
| Multonomah | 248 |
| Nampa | 209 |
| Napavine | 258 |
| Nathrop | 77 |
| Nephi | 170 |
| New Cambria | 43 |
| Norfork | 25 |
| North Platte City | 27 |
| North Powder | 218 |
| Nutria | 181 |
| Oakley | 46 |
| Oasis | 171 |
| Oconee | 25 |
| O'Fallon | 27 |
| Ogallala | 28 |
| Ogden | 150-151 |
| Ogdensburg | 41 |
| Ohio City | 80 |
| Old's Ferry | 216 |
| Olympia | 270 |
| Omaha | 19 |
| Ontario | 214 |
| Ord | 26 |
| Osburn | 234 |
| Otto | 123 |
| Oxford | 180 |
| Palouse Junction | 228 |
| Pan Handle City | 107 |
| Papillion | 22 |
| Park City | 145 |
| Parker's | 95 |
| Payette | 215 |
| Payson | 169 |
| Pendleton | 221 |
| Piedmont | 139 |
| Picabo | 201 |
| Pine Bluffs | 32 |
| Pitkin | 80 |
| Platte Cañon | 70 |
| Platteville | 117 |
| Pleasant Grove | 168 |
| Pleasant Valley | 217 |
| Pocatello | 185 |
| Point of Rocks | 134 |
| Pomeroy | 226 |
| Port Blakely | 264 |
| Port Discovery | 268 |
| Port Hadlock | 268 |
| Port Townsend | 268 |
| Portland | 249 |
| Preston | 179 |
| Provo | 168 |
| Pueblo | 101 |
| Pullman | 229 |
| Quanah | 109 |
| Rawlins | 132 |
| Red Buttes | 125 |
| Red Desert | 134 |
| Red Rock | 192 |
| Richmond | 178 |
| Riparia | 226 |
| Robinson | 84 |
| Rock Creek | 128 |
| Rockford | 235 |
| Rock Springs | 134 |
| Romley | 77 |
| Rooster Rock | 248-279 |
| Russell | 44 |
| Saint Helen's | 258 |
| Salina | 44 |
| Salt Lake City | 157 |
| Salt Wells | 134 |
| San Francisco | 251 |
| Sandy | 164 |
| Santaquin | 170 |
| Saratoga | 131 |
| Schuyler | 25 |
| Schwanders | 75 |
| Scotia | 26 |
| Seatco | 259 |
| Seattle | 262 |
| Sehome | 267 |
| Seltice | 231 |
| Separation | 133 |
| Sharon Springs | 46 |
| Sherman | 123 |
| Shoshone | 200 |
| Sidney | 30 |
| Silver Bow | 194 |
| Silver City | 166 |
| Silver Plume | 68 |
| Soda Springs | 180 |
| Solomon | 43 |
| Spanish Fork | 169 |
| Spokane Falls | 236 |
| Springfield | 179 |
| Springhill | 192 |
| Springville | 169 |
| Squally Hook | 241 |
| State Line | 39 |
| Sterling | 33 |
| Stockton | 175 |
| Stromsburg | 22 |
| St. Elmo | 77 |
| St. Mary's | 40 |
| St. Paul | 26 |
| Summit | 178 |
| Summerville | 220 |
| Sunset | 112 |
| Sutton | 22 |
| Table Rock | 134 |
| Tacoma | 260 |
| Tascosa | 106 |
| Teachout | 51 |
| Tekoa | 231 |
| Telocaset | 218 |
| Tenino | 259 |
| Texline | 105 |
| The Dalles | 243 |
| The Transfer | 17 |
| Tikura | 201 |
| Tintic | 166 |
| Tooele | 175 |
| Topeka | 40 |
| Trouchet | 239 |
| Troutdale | 248 |
| Trinidad | 102 |
| Tumwater | 275 |
| Twin Lakes | 76 |
| Uintah | 150 |
| Umatilla | 237 |
| Union | 219 |
| Upper Cascades | 282 |
| Uva | 122 |
| Valley | 22 |
| Valley Falls | 39 |
| Valparaiso | 26 |
| Vancouver | 276 |
| Vernon | 109 |
| Victoria, Kan | 45 |
| Victoria, B. C. | 269 |
| Wahoo | 22 |
| Wa-Keeney | 45 |
| Waldo | 44 |
| Walkersville | 195 |
| Wallace | 46-234 |
| Walla Walla | 224 |
| Wallula | 239 |
| Wamego | 40 |
| Wardner | 233 |
| Warm Springs | 196 |
| Wasatch | 163 |
| Washburn | 107 |
| Washougal | 277 |
| Watesburg | 225 |
| Weatherby | 217 |
| Weber | 148 |
| Weir | 29 |
| Weiser | 215 |
| Wendover | 122 |
| West Seattle | 265 |
| Weston | 223 |
| Whatcom | 267 |
| Wheatland | 122 |
| Wheeler | 84 |
| Wichita Falls | 110 |
| Willows | 240 |
| Willows Junction | 239 |
| Winlock | 258 |
| Winship | 145 |
| Wolcott | 131 |
| Wyandotte | 38 |
| Yelm Prairie | 259 |
| Zurich | 44 |


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## THE PAST AND PRESENT.

It is in the memory of the writer when Ohio and Michigan were *away out west;* when stages arrived in New York regularly every day from Boston, "weather permitting," and leaving as regularly for Philadelphia and the west. Buffalo and Pittsburgh were then the frontier towns. From the former two steamboats left, once a week, and a stage-wagon from Pittsburgh for the "Northwestern Territory," now Ohio and Michigan.

The entire white population residing west of the two cities above named numbered less than 25,000 and they were mostly hunters; trappers, and fur-traders, or refugees from justice in the east.

The popular clamor in those days in the east for the settlement of the west found voice in a universal invitation as follows:

"Come from every nation,
Come from every way
Our lands they are broad enough
So don't be alarmed,
For Uncle Sam is rich enough
To give us all a farm."

They came, and from every nation—even from China, India and Japan. They came as the winds come when forests are rended. They came as the waves come when navies are stranded.

In 1849 Illinois was the extreme frontier. The gold discoveries in California were circulated in the east about that time and tens of thousands of adventurous men started by water around "Cape Horn," 20,000 miles, for this new El Dorado. Others, more venturesome pressed into service horses, mules and cattle and many varieties of conveyances, and boldly struck out towards the setting sun, across the *then* almost unknown trackless deserts and pathless mountains; many there were who started with hand-carts, propelling them themselves.

Again, there were others who started on foot with only what they could pack on their backs, *trusting to luck* to get through to the gold fields.

In 1855 Ohio, Indiana, Michigan and Illinois were supposed to contain the wheat-growing soil of the Union, and they became known as the "granaries of the states." At that time the extreme western limit of railroad travel was at East St. Louis and Rock Island, both in the state of Illinois.

Then the "far west"—that almost mythical region—was what now constitutes those vast and fertile prairies which lie south and west of the great lakes and east of and bordering the Mississippi river; all beyond was a blank, or popularly thought to be a "howling wilderness," inhabited only by Indians, wild nomads, and all the dangers of the inferno.

About this date our hardy pioneers passed the "Rubicon" and the west receded before their advance; Missouri was peopled and the Father of Waters became the natural highway of a mighty commerce.

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Ohio, Indiana, Illinois, Michigan, Missouri, and Iowa had joined the sisterhood, and yet the tide of emigration stayed not. It traversed the Rocky mountains, and secured a foothold in Oregon. But it passed by not unheeding the rich valleys and broad prairies of Nebraska and Kansas, which retained what became, with subsequent additions, a permanent and thriving population.

In 1858-9 the gold discoveries in the "Pike's Peak country," now Colorado, caused another great rush "from every nation," and the population of California had increased to that extent, when it was added to the number comprising the great American Union; Oregon and Nevada on the western slope, and Kansas and Nebraska on the east, followed, and still the roads westward from the Missouri river were thronged with emigrants going west. They "came from every nation," etc.

**Congress Acts**—The extraordinary developments in California and Oregon prompted many *far-seeing* men in congress to advocate the building of a railroad across the continent.

At that date Iowa and Missouri were the recognized frontier.

Notwithstanding that Benton, Clarke and others had long urged the necessity and practicability of a railroad from the Missouri river to the Pacific coast, pointing out the wealth and power which would accrue to the country from its realization; the idea found favor with but few of our wise legislators until they awoke to the knowledge that even the loyal state of California was in danger of being abandoned by those in command, and turned over to the leaders of the great rebellion; that a rebel force was forming in Texas with the Pacific coast as its objective point; that foreign and domestic machinations threatened the dismemberment of the Union its three divisions; not until all this stared them in the face could our national solons see the practicability of the scheme so earnestly advocated by Sargent, of California, and his able coadjutors in the noble work. To this threatened invasion the government had little to offer for successful defense.

Then, the building of the Pacific railroad across the continent became a great national necessity, and the charter was granted for the construction of the

**Union Pacific Railroad**—The building of this road was *inaugurated by the grandest carnival of blood the world has ever known;* for, without the pressure of the rebellion, the road would probably have remained in embryo for many years.

Notwithstanding almost numberless insurmountable difficulties —financially and otherwise—the road was completed May 10th, 1869. Then

**All was changed**—The magnificent trains of the Union Pacific railroad rolled across the continent filled with emigrants and pleasure seekers through that region which only a few years before was but a dim, undefined mythical expanse, supposed to be valueless for any purpose. How great the change from the ideal to the real, as this book will show. For over 300 miles after leaving Omaha and Kansas City, that vague "great American desert" proves to be as beautiful and fertile a succession of valleys as can be found elsewhere under like geographical position.

In this last decade the railroads from the east extended their lines westward to the Missouri river, and a full score soon advertised to making "close connections" with the pioneer overland.

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The Missouri Pacific was the *first* to reach the Missouri river at Kansas City, where it arrived October 1st, 1865. The Chicago & North-Western came next, to Council Bluffs, January 17th, 1867.

The Central Pacific was the *first* to commence work on the trans-continental line at Sacramento, February 22d, 1863. Next came the Kansas Pacific [now of the Union Pacific system] September 1st, 1863, and the Union Pacific commenced November 5th, 1865.

From 1869 to 1889, twenty years records a progress the most marvelous in the world's history.

**To-day**—the superb coaches and palaces of this pioneer railroad line, crossing the continent, are equipped in the most complete manner for speed, safety and comfort, and the trains roll across the plains and over the mountains to meet the *far-off* foam-crested waves of the Pacific ocean, which bear on their bosoms a mighty and steadily increasing commerce. China, Japan, Australia, the Sandwich Islands, South America, and the famed Orient are at our doors. Also the marvelous wealth of our own west and northwest coast—California, Oregon, Washington and the rich Alaska and Puget Sound country.

Three rich, powerful, populous and progressive states have arisen, where but a few years since the Jesuit missionaries among the savages were the only works of civilization; Colorado, too, joined the sisterhood, later followed by Dakota, Montana, Washington Wyoming, and Idaho, leaving Utah, New Mexico and Arizona, to say nothing of Alaska, waiting the time, when they, too, shall add their names to the roll of honor and enter the union on an equality with the others, to which, in point of population and wealth, they have long been entitled. Thus we see that the "far west" of to-day has become *far* removed from the west of three decades ago, and what is now the central portion of our great commonwealth was then the *far, far west.*

**Now**—all over the once unknown waste, amid the cosy valleys and on the broad plains, are the homes, well cultivated fields, prolific orchards and vineyards, and countless flocks and herds of unnumbered thousand of hardy and brave pioneer settlers; they "came from every nation," etc. At the same time the towering mountains, once the home of the skulking savage and wild beast, the deep gulches and gloomy cañons are illuminated with the perpetual fires of hundreds of smelting furnaces; the ring of pick, shovel and drill, the clatter of stamps and booming of blasts, all tell of the presence of the miner; and the streams of wealth which are daily loading great railroad trains and flowing into our national coffers are marvelous and continually increasing, for just in proportion as the individual becomes enriched, so does his country partake of his fortune.

When we published our first trans-continental book, September 1, 1869, the Missouri river was the recognized frontier line. It was there all travelers for the great unknown, toward the setting sun, congregated; it was there they bid good-bye to friends, or mailed their parting lines, many times with fearful misgivings for the future.

In 1869, we secured a list of the equipments of the Union Pacific railroad. To contrast that date with the first, 20 years, we reproduce the figures, adding those for 1889.

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EQUIPMENT FOR 1869.

| | |
|---|---|
| Locomotives | 149 |
| Pullman sleepers | 22 |
| Passenger cars | 64 |
| " " second class | 13 |
| Mail and express cars | 32 |
| Caboose " | 88 |
| Baggage " | 21 |
| Box " | 1,885 |
| Flat " | 1,472 |
| Hand " | 264 |
| Dump " | 47 |
| Coal " | 231 |
| Bridge " | 12 |
| Gravel " | 20 |
| Derrick " | 2 |
| Wrecking " | 1 |
| Rubble " | 13 |
| Cook " | 1 |
| Powder " | 2 |
| Water tank " | 4 |
| Pay " | 2 |
| Officer's " | 1 |
| President's " | 1 |
| Total equipment | 4.347 |

EQUIPMENT FOR 1889.

| | |
|---|---|
| Locomotives, standard gauge | 541 |
| " narrow guage | 143 |
| Snow plows | 36 |
| Flangers | 19 |
| Pullman sleepers | 55 |
| Coaches | 198 |
| Officers' cars | 11 |
| Pay " | 2 |
| Chair " | 5 |
| Footings | 923 |
| Baggage cars | 85 |
| Mail cars | 22 |
| Express cars | 15 |
| Coach and baggage combined | 23 |
| Baggage, mail and express comb'd | 25 |
| Baggage and mail combined | 12 |
| Baggage and express combined | 11 |
| Excursion coaches | 14 |
| Excursion and emigrant sleepers | 89 |
| Coal hopper and dump cars | 307 |
| Fruit " | 325 |
| Caboose " | 297 |
| Hand " | 560 |
| Box " | 7,823 |
| " fast freight " | 392 |
| " refrigerator " | 403 |
| " furniture " | 749 |
| Flat " | 1,294 |
| Coal " | 3,621 |
| Stock " | 1,435 |
| Stock—combination " | 131 |
| Outfit " | 22 |
| Derrick " | 14 |
| Wrecking tool " | 16 |
| Pile driver " | 9 |
| Water and tank " | 65 |
| Plow and scraper " | 16 |
| Construction flat " | 23 |
| Steam shovel " | 1 |
| Total equipment | 18,780 |
| Equipment, 1869 | 4.347 |
| The increase of equipment | 14,433 |
| Total number of employés | 16,500 |

We append the following curious item of information obtained through the courtesy of Mr. A. Traynor, Gen'l Baggage Agent of the Union Pacific railway.

"GENERAL BAGGAGE OFFICE,
"COUNCIL BLUFFS, IOWA, March 19th, 1891.

Statement of the business of the baggage department for years 1886 to 1890, inclusive—five years.

| YEAR. | NO. PIECES. | EXCESS BAGGAGE. | LOSS AND DAMAGE. | RECEIVED FROM SALE UNCLAIMED. |
|---|---|---|---|---|
| 1886 | 1,792,646 | $ 93,184.90 | $ 60.00 | $ 531.10 |
| 1887 | 2,049,249 | 101,661.42 | 402.47 | 727.32 |
| 1888 | 1,873,165 | 93,496.01 | 6,929.20 | 526.95 |
| 1889 | 1,828,832 | 105,236.08 | 12,849.92 | 387.08 |
| 1890 | 3,002,670 | 164,096.02 | 14,530.07 | 1,511.55 |
| Total | 10,543,562 | $557,674.43 | $34,771.66 | $3,686.00 |

Average per year of the total value of baggage handled, estimated at $150.00 per piece, $316,306,860.00.

**Civilization** has literally rolled across the continent. "Came from every nation, came from every way," converting what was for ages supposed to be a wilderness into the most productive country.

There is no longer any "desert," the mountains have been tunnelled or scaled, the plains have been spanned by various lines of railroad, the tide of emigration has reached the Pacific coast. New York is within four days and Europe within ten days of Puget sound.

The manufacturing enterprise of the east has invaded the far west; factories are springing up in her cities and towns, and her vast mineral, lumber and fishery resources are being developed to a marvelous extent. Mines of gold and silver, producing $10,000,000 a year; of copper, $5,200,000 a year; saw-mills, sawing 517,000 feet of lumber a day; hop crops, valued at $1,500 per acre; wheat,

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140 bushels to the acre; barley, 65 bushels to the acre; four and a half tons of timothy to the acre, apples weighing 44 ounces, and wild strawberries eight inches in circumference, are among the productions of this "desert" country. A country where they catch fish by water power, rolling them into their big canneries in great streams, shipping hundreds of tons fresh, and 5,000,000 of cans annually. Where vast bodies of water *fall* sheer 2,000 feet, and in others shoot *upwards*, *boiling hot*, over 200 feet, where mountains elevate their peaks, snow-cappped, nearly 15,000 feet, and fearful chasms yawn to an unfathomable depth.

In 1864 no railroad had reached the Missouri river frontier line, and the entire commerce of the Missouri valley and beyond was carried on by steam packets on the river from St. Louis, or by "prairie schooners" across the country. The materials for building the Union Pacific railroad all came up the Missouri river on boats, or were hauled on wagons across the state of Iowa for hundreds of miles. When the Union Pacific railroad was commenced, Omaha had a population of 2,500, now 140,000; Kansas City, 3,600, now 132,000; Denver, 1,500, now 106,000; Salt Lake City, 4,500, now 45,000; Portland, 300, now 57,000, and scores of cities and towns containing populations now of from 5,000 to 25,000 were unknown then.

At the present time there are over 900 cities and towns west of the old Missouri frontier line of 1860 that number their population from 300 to 25,000 each, which have sprung into existence since that date.

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THE PULLMAN PALACE CAR CO.—Now operates this class of service on the Union Pacific and connecting lines.

| PULLMAN PALACE CAR RATES BETWEEN | Double Berths. | Drawing Room. |
|---|---|---|
| New York and Chicago | $ 5.00 | $18.00 |
| New York and St. Louis | 6.00 | 22.00 |
| Boston and Chicago | 5.50 | 20.00 |
| Chicago and Omaha or Kansas City | 2.50 | 9.00 |
| Chicago and Denver | 6.00 | 21.00 |
| St. Louis and Kansas City | 2.00 | 7.00 |
| St. Louis and Omaha | 2.50 | 9.00 |
| Kansas City and Cheyenne | 4.50 | 16.00 |
| Council Bluffs, Omaha or Kansas City and Denver | 3.50 | 12.00 |
| Council Bluffs or Omaha and Cheyenne | 4.00 | 14.00 |
| Council Bluffs, Omaha or Kansas City and Salt Lake | 8.00 | 28.00 |
| Council Bluffs, Omaha or Kansas City and Ogden | 8.00 | 28.00 |
| Council Bluffs, Omaha or Kansas City and Butte | 9.50 | 36.00 |
| Council Bluffs, Omaha or Kansas City and Portland | 13.00 | 50.00 |
| C. Bluffs, Omaha or K. City and San Francisco or LosAngeles | 13.00 | 50.00 |
| Cheyenne and Portland | 10.00 | 38.00 |
| Denver and Leadville | 2.00 | ..... |
| Denver and Portland | 10.00 | 38.00 |
| Denver and Los Angeles | 11.00 | 42.00 |
| Denver and San Francisco | 11.00 | 42.00 |
| Ogden and Butte | 3.50 | 12.00 |
| Ogden and Pocatello | 2.00 | 7.00 |
| Pocatello and Butte | 1.50 | 6.00 |
| Pocatello and Ogden.....Seat | 1.00 | ..... |
| Butte and Pocatello..... " | 1.50 | ..... |

FAMILY SLEEPERS—This railway company, for the special accommodation of their second-class passengers, runs family sleeping cars on the Pacific express daily. These cars are fitted up complete with mattresses, curtains, blankets, pillows, etc., and are under the general management of the Pullman Palace Car Co.; they are very comfortable, and are provided with uniformed porters, who keep them in good order and look after the wants of the passengers. No smoking is allowed in these cars, and none

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but second-class passengers are permitted to occupy them. The charges are $5 for a section between Council Bluffs or Kansas City to the Pacific coast, or $2.50 for lower or upper double berth—intermediates, 50 cents per night.

FREE SLEEPING CARS—Without upholstering or bedding, are also run on the Pacific express daily, passengers furnishing their own mattresses, blankets, etc.

THROUGH PALACE SLEEPERS—By a special arrangement between the Union Pacific and the Chicago & North-Western Railway Companies, "The Union Pacific & North-Western Line" was established. Its special feature is the running of *through* Palace Sleeping Cars between the following cities: Chicago and Denver, via Omaha; Chicago and Portland, Oregon, via Omaha; Chicago and Salt Lake City, Utah, via Omaha; Chicago and San Francisco, via Omaha; and between St. Paul and Minneapolis to both San Francisco and Portland, via Sioux City, Iowa, and Columbus, Nebraska.

By this arrangement passengers are not required to "change cars" at every junction point, saving at times an immense amount of trouble and annoyance, particularly to ladies and invalids traveling alone, and in fact to all classes of travelers.

**On our Route Westward** the traveler will have food for thought in the remembrance that where school houses and churches dot the landscape, less than twenty years ago roamed the buffalo and Indian nomads; where sage-brush and prairie dogs were the most numerous, are fenced fields and fields of grain; the "lowing herds" have taken the place of the noble game and the ignoble coyote; where later ranged the cowboy's herd, are now the plows followed by seedtime and harvest; the lumbering stage coach, the "prairie schooner," the emigrant team have all given place to the comfortable railroad train with its elegant coaches, palace, family and tourist sleeping cars. The wealth of all the crowned heads in the world can buy no greater comforts or luxuries than can be had on a trip by rail across the continent in the magnificent cars of the Union Pacific Railway.

PASSAGE TICKET MEMORANDA.

BAGGAGE CHECK MEMORANDA.

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## OUR STARTING PLACE.

**The Transfer**—the initial point of the Union Pacific railroad—is in the state of Iowa, on the east side of the Missouri river opposite the city of Omaha and about midway between the river and the city of Council Bluffs—on the river bottom, which is at this point about three miles in width. Here, the railway company have erected a

UNION DEPOT—a model of convenience. It is built of brick with stone trimmings, two stories, 350 feet in length, from north to south, with wings 50 feet wide extending westward from each end about 300 feet, with long platforms on the inside 15 feet in width. Between the platforms and wings are four tracks on which stand the trains of the Union Pacific, bound westward. Covering all platforms and trains, are long corrugated iron roofs affording ample protection against storms, heat and cold. The second story of the main building is used for hotel purposes and contains 40 rooms besides elegant parlors all furnished in the most comfortable manner, and provided with hot and cold water and all the modern improvements. The first floor of the northern portion of the main building contains two large waiting rooms for ladies and gentlemen; ticket, telegraph and telephone offices; lunch counter and news stand, and a bar and barber shop. In the north wing is a well appointed dining room capable of seating 200 persons. A short distance further westward is located the "Emigrant House," which was built by the railroad company, and is run by their direction for the accommodation and protection of their emigrant passengers. The building is of wood, has 70 rooms comfortably furnished, accomodates 200 persons, and charges only sufficient to cover cost; plain substantial meals, 25 cents each. "Runners" and "hoodlums" are not allowed about the premises. In the southern part of the main building and in the south wing are located the baggage, mail and express rooms, also the principal office of Mr. A. Traynor, the general baggage agent of the Union Pacific Railway system.

TRANSFER CONNECTIONS—At the eastern front of the Union Depot building, arrive and depart the regular passenger trains of the following named railroads: Chicago & North-Western; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Chicago, Milwaukee & St. Paul; Kansas City, St. Joseph & Council Bluffs; Wabash Western; and the Sioux City & Pacific. Between the tracks of these roads are long covered platforms over which passengers, mails, baggage, etc., reach the trains or depot. All passengers from the east, after passing through the depot, will find the Union Pacific west bound trains waiting on the west side.

THE TRANSFER GROUNDS—as they are called—to the south and west of the depot are very extensive, covering several thousand acres. On these "grounds" are a number of large grain elevators and buildings belonging to the railroad company, besides a bewildering collection of railroad rolling stock. Here, one can read on the cars the names of hundreds of railroads—*strays*, from all parts of the United States and Canada.



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STREET CARS—leave from a platform at the north end of the depot for Council Bluffs every five or ten minutes; fare five cents.

DUMMY TRAINS—as they are called—are steam trains run by the Union Pacific between Council Bluffs and Omaha every half-hour for local business. Some of these trains are provided with cars suited to drive carriages and teams upon, and also live stock. When eastern trains arrive at the transfer "on time" passengers for Omaha often take the "dummy" and reach the Omaha depot about one hour before arrival of the regular Overland train.

BEFORE STARTING—The time usually occupied at the transfer before starting west by the regular trains, is about *one hour*, provided, the eastern trains are "on time." This hour is consumed in transferring the baggage, mails, express, etc.

CHECK YOUR BAGGAGE.—Unless passengers hold through tickets and *know* that their baggage has been checked to their destination, they will need see to re-checking it at this depot.

SLEEPING CARS.—If you desire to procure sleeping berths, and have not already done so, you will need to attend to it at this depot.—See car rates on preceding pages.

☞ Sleeping car and stop-over privileges are not allowed on second and third-class tickets. Baggage can be checked only to the destination of second and third-class tickets.—See baggage rates also on preceding pages.

MEAL STATIONS—Most of the meal stations on the Union Pacific Railway system are at convenient points where the company have erected large and commodious hotels which are conducted, under their supervision, by the Pacific Hotel Dept. Meals, 75 cents. At these houses passengers who choose can "stop over" and enjoy a comfortable rest, at a charge of $3 per day.

LUNCHES—At most of the meal stations, "lunch counters" are provided, where sandwiches, cakes, pies cold meats, etc., with coffee, tea and milk, can be procured, that are very good and at reasonable charges.

PULLMAN DINING CARS—of superb appointments—are run on all the fast through trains; to Denver are run Pullman Buffet Cars and Pullman Colonist Sleeping Cars; and *free* Reclining Chair Cars are also run on all through trains and on many of the local trains.

FINALLY—If the reader is starting out on this trip for pleasure, for real solid enjoyment—it might be well for us to suggest that the *past* be forgotten, and to seek to live only for the *present*. If you are puffed up with eastern or city prejudices against everybody and everything in the west—formed *possibly* by reading "Wild Bill" literature—lay them aside! leave them at the Transfer until your return; you should also lay off the dress-coat of style and don the wrapper of simplicity and ease, and for this once in your life if never again—be *natural*, and be on the alert, with eyes and ears, while rambling among nature's loveliest and grandest creations. Having done this, you will be prepared to enjoy the trip—to appreciate the scenes which will rise successively before you. But, *above all*, forget everything but the journey, and in this consists the *great secret* of having a good time generally.

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Old Mother EVE's curtain lectures must have been *rib-roasts*.

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**"All Aboard"!**—The bell rings, and our train glides away to the westward and is soon crossing the Missouri river on the great

UNION PACIFIC BRIDGE.—This bridge is a "Post-patent"—the hollow iron columns are 22 in number, two forming a pier. These columns are made of cast iron $1\frac{3}{4}$ inches thick, $8\frac{1}{2}$ feet in diameter, 10 feet long, and weigh eight tons each. They are bolted together, air-tight, and sunk to the bed-rock of the river, in one case 82 feet below low-water mark.

After these columns are seated on the rock foundation, they are filled up 20 feet with stone concrete, and from the concrete to the "bridge seat", they are filled with regular masonry. From high-water mark to the "bridge seat," these columns measure 50 feet. The 11 spans are 250 feet in length, making the iron part, between abutments, 2,750 feet. The approaches are about the same length. By recent additions to the original structure the bridge has now a double track for cars, and also for teams.

**Omaha Depot**—Is reached soon after crossing the bridge. It is a large building with one enormous span overhead, built in the most substantial manner of brick, iron and glass, with six tracks running through it from end to end. On the south side are two waiting rooms for ladies and gentlemen, ticket, telegraph, telephone, baggage and express offices—also a news stand, a bar and a lunch counter.

Passengers who wish to stop over, will find omnibusses and carriages at the west end of the depot to take them and their baggage to the hotels, or any point in the city of Omaha; fare 50 cents; or, they will find horse and motor street cars a few hundred feet from the northwest corner of the depot building that leave every five minutes, passing the principal hotels, and running to all parts of the city—fare five cents.

**Omaha**—[Pop., about 140,452]—This is one of the most progressive cities in the west, having more than doubled its population and business within the last five years. It is the seat of Douglas county, situated on the western bank of the Missouri river, on a gradual slope about 50 feet above high-water mark, with an elevation of 1,032 feet above sea level. The first settlement was made in 1854, and named for the Omaha Indians who then possessed the country. Omaha, from a *mud-hole* in 1880, has become the best paved city in the west. It has all the substantial and modern improvements of the times, and abounds in business palaces of brick, stone and iron, with smelting furnaces, grain elevators, packing houses, distilleries, immense stock and lumber yards, machine shops and foundries, as well as scores of manufacturies of all kinds. Besides the Union Pacific bridge, another spans the Missouri, with carriage and foot ways and electric motor cars between the city and Council Bluffs.

The city of Omaha is provided with ample banking capital, scores of hotels, chief of which are the Millard, Paxton and Murray; and four daily and a number of weekly newspapers.

THE BOARD OF TRADE—with a large membership of active workers, has been an important factor in promoting and stimulating the general prosperity of the city.

The headquarters of the Department of the Platte, is located at Omaha.

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FORT OMAHA—Established in 1868, is located three miles north of the city—occupies 80 acres. There is an excellent carriage road to the Fort, and is quite a popular drive, affording parties an opportunity to witness the dress parades of the "boys in blue."

The Fort is commanded by Col. Frank Wheaton, 2d Infantry and is the headquarters of and garrisoned by A. B. C. D. E. F. G. H. I. and K. companies.

BELT RAILROAD—Is the name of a road which connects the principal large manufacturing establishments, elevators, lumber yards, packing houses, stock yards, etc., with the different freight depots of the different railroads centering in the city.

GENERAL OFFICES.—The general offices of the Union Pacific Railway Co. are located in Omaha in a large building situated on the bluffs in the eastern part of the city in a conspicuous position, overlooking the river for many miles up and down, and the country opposite, Council Bluffs and the Transfer grounds.

The general offices of the Burlington & Missouri River Railroad Co., are also located in Omaha.

RAILROAD SHOPS—About one mile north from the Omaha depot, on the low-lands fronting the river, the Union Pacific Railway Co. have located their principal machine shops and store-houses. They are built of brick, in the most substantial manner, and with the outbuildings, lumber yard, tracks, etc., cover about 30 acres of ground.

The machine shop is furnished with all the new and most improved machinery which is necessary for the successful working of all the branches of locomotive and car construction or repairs. The company manufacture nearly all of their own cars. It is very generally conceded of late years, that the passenger cars, in point of neatness, finish, strength of build and size, are unsurpassed by any, and equaled by few manufacturers elsewhere. It is the expressed determination of the Union Pacific Co. to provide as good cars and coaches for the traveling public in style and finish as those of any eastern road. They reason that as their great Trans-Continental railroad system is the longest and grandest on the continent, its rolling stock should be equally grand and magnificent. From the appearance of the cars already manufactured, they will doubtless achieve their desires. On the same principal, we propose to make our book superior to any and all others.—*Haven't we done so?*

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CONNECTIONS—By rail, are: Burlington & Missouri River:Missouri Pacific and Chicago, St. Paul, Minneapolis & Omaha; Chicago, Burlington & Quincy, and Fremont, Elkhorn & Missouri Valley railroads.

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**All Aboard**—We are going west. There are nearly 300 others. Many are the parting words between friends who *go* and those who *stay*. "Farewell." Ah! what a world of meaning in that *one* word. We heard that word, over 20 years ago, under trying circumstances. We shall never forget it. The mouldering headboard still stands—we see it many times each year, and it always says "farewell!" We are again going that way. Two hours pass, we are entering the "buffalo range" of 25 years ago; six hours, we are in the *midst* of the range—on the

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GARDNER SPRINGS—NATIONAL PARK.

broad plains. It was from here—westward where the "noble redman," less than 25 years ago, was wont to choose his victims, and the time and place at his leisure. We *know* him. The crumbling head-board of *two* of his numerous victims still stands. We buried them both in one grave, rolled up in their blankets. A wagon seat served as a tombstone to mark the place, upon which our "jack knives" carved their names. "Farewell" was the last word—it was a low whisper. Two arrows and a rifle bullet did the work. In 1874, the Indian that did the deed was a guest of the govern-

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ment, and walked the platform of Cooper Union, in New York. He is now on a reservation, taking his rations regularly. It was on Pole creek, near Sidney, during the construction of this railroad. But those trying times have passed, never to return. The buffalo is gone, the Indian has gone from the trail, yet the word "farewell" is ever a sad reminder of the past; so, if we sometimes contrast the *present* with the *past*, could one marvel?

Leaving Omaha, our train climbs the world over 100 feet in the first four miles. We pass in that distance large grain elevators, great lumber yards, warehouses, manufactories of different kinds, government store-houses, and the monster stock yards and packing houses of South Omaha. From this point our descent is rapid, dropping down 157 feet in the next six miles, to Gilmore, or to an altitude of 985 feet above sea level, the *lowest* point on the whole line.

From Gilmore our iron horse will have gradual up grade to to Sherman, 539 miles, the highest elevation on the main overland line, 8,247 feet above sea level; but, before we are through with this TOUR, we will stand on the *highest* point ever reached by a railroad train in the world, 11,596 feet above sea level.

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**Papillion** — (Pap-é-o) — 15 miles from Omaha is a small station on the river of that name, in the midst of of a thrifty farming community. In the next two miles we pass *under* the track of the Missouri Pacific railroad, and proceeding, cross the Elkhorn river, 11 miles beyond.

The Elkhorn river is nearly 300 miles in length. It rises among the hills of the divide, near the head-waters of the Niobrara. It is the oldest settled portion of the state of Nebraska, north of the Platte river. The valley of the Elkhorn averages about eight miles in width, and is of the best quality of farming land. The settlers are mostly Germans of the thrifty class, with good houses, fine orchards of fruits, well cultivated farms, and comfortable and pleasant surroundings.

**Valley** — Is a junction station, six miles west of Elkhorn, and 35 miles from Omaha, situated on the Platte river bottom, surrounded by farms, where the principal products are corn and hay.

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CONNECTIONS by rail are: OMAHA & REPUBLICAN VALLEY branch of the Union Pacific railway. It commences at Valley station, and runs in a southwestern direction crossing the Platte river within a few miles. WAHOO is reached in a run of 18 miles, and 19 miles further VALPARAISO — where turning south 20 miles brings us to LINCOLN, the capital of the state of Nebraska. From Lincoln it is 40 miles to BEATRICE, and 37 miles more to MARYSVILLE — in the state of Kansas. Continuing south on the same branch, it is 56 miles to MANHATTAN, on the Kansas division of the Union Pacific, 225 miles from Omaha.

O. & R. V. — STROMSBURG branch — runs west from Valparaiso, and reaches DAVID CITY in 23 miles, and STROMSBURG in 34 miles further — 128 miles from Omaha.

The line turns south from Stromsburg, reaching YORK in 17 miles, and MCCOOL JUNCTION, eight miles further.

The Fairbury line leaves the "junction," and runs southeast 50 miles to FAIRBURY, where connections are made with the St. Joseph & Grand Island railroad. From Fairbury it is 40 miles to Marysville, 153 miles to St. Joseph, and 99 miles to Grand Island.

The Alma line leaves the "junction," runs southwest, through SUTTON, and CLAY CENTER, 39 miles to FAIRFIELD, where connections are made with the St. Joseph & Grand Island railroad, by which it is 56 miles to Fairbury; 96 miles to Marysville; 209 miles to St. Joseph, and 43 miles to Grand Island.-At Fairfield, the Alma line runs southwest via WILCOX — 97 miles—to ALMA, 280 miles from Omaha.

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B. asks, "Does it pay to be good?" It does when the business becomes *fully* established, but you've got to sink a great deal of money in the start.

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The whole country, tributary to these "branches," is thickly settled with thrifty farmers, and the lands are very rich, and capable of producing all kinds of farm produce in abundance, and to perfection. However, corn is the principal crop, and raising and fattening hogs, the chief source of wealth—corn and hogs are the staples, and hog and hominy the diet—yet, if one should call the people "hoggish" they would all *bristle* up at once.

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**Fremont**—[Pop., 7,000; from Valley, 12 miles; Omaha, 46 miles; elevation 1,192].—Is the seat of Dodge county, situated in the midst of the richest and most productive portion of the Platte valley, which here stretches away in all directions as far as the eye can reach. The city is provided with all the modern improvements, and is the seat of much wealth. Besides the Union Pacific, it is connected with the northeast country by the Fremont, Elkhorn & Missouri Valley railroad.

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STOCK FEEDING—For 300 miles west of Omaha, on the line of the Union Pacific road, within the last few years, stock feeding has become a very important and profitable business. The rapid settlement of the eastern and central portions of Nebraska since the completion of the various railroad lines traversing it, has gradually contracted the public ranges until, at the present time, all the "range cattle" are crowded into the western part of the state, and into Wyoming, Colorado, Utah, Idaho and Montana. Feeding ranches or stations, have been established at many points along the line of the railroad, where stock from the western ranges are received by train loads and fed and fattened for the eastern markets. Many of these feeding places are close to the railroad, with side-track accommodations for loading and unloading. They consist of a number of large buildings for storing feed, long sheds, and numerous corrals for stock. In the corrals are many long troughs for feed and others for fresh water. A few of these places are very extensive, and fitted up without regard to cost. Some are owned by those who are engaged in raising range stock in the west, while others are owned by those who buy cattle, sheep, etc., where they can do the best. The stock is shipped from the west to these feeding places, and fed with hay, corn and other fattening feed until they are in a satisfactory condition, when they are shipped to the eastern markets—to Omaha, Kansas City, Chicago, etc.

To the farming community the establishment of these "feeding" stations has brought joy. They no longer *burn* their corn for fuel, but raise and gather all they can, and they find a ready cash market at home for all their hay, corn and feed. While wheat is yet an important crop, and all kinds of grain and vegetables can be grown successfully in all parts of the state, east of North Platte city, corn and hay are the chief staples on which the farmer must always depend to bring him the largest and quickest returns for his investment and labor, as "feeding" stations are sure to multiply rapidly in the near future, as the "range" is crowded still further west by the rapid settlement of the country.

THE PLATTE RIVER—Leaving Fremont, we draw near the Platte river, and are fairly launched on the broad plains of Nebraska. For 326 miles we shall follow the course of the river, and for many miles shall pass closely along its northern bank; at

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other times the course of the river can only be traced by the timber growing on its banks. Broad plains are the principal features now, dotted here and there with * planted groves of cottonwood trees, in the midst of which may be seen the settler's home, surrounded by his fields and industries.

Before the railroad, the south bank of the Platte was one broad thoroughfare, whereon the long trains of freighters and emigrants with their white-covered wagons, could be seen stretching away for many miles in an almost unbroken chain. Then it was, that these plains were covered with buffalo, antelope, deer and smaller game, and infested by white outlaws, squaw-men and bloodthirsty Indians. At that time there was no travel on the north side of the river below Big Springs station, but beyond that station, the traveler of to-day can catch a glimpse here and there of a lone grave, marked by a rude head-board; and, had he time, opportunity and skill to decipher the old and time-stained hieroglyphics with which it is decorated, he will learn that it marks the last resting place of some emigrant or freighter, who, overcome by sickness, laid down here and gave up the fainting spirit to the care of Him who gave it; or, perchance, he will learn that the tenant of this lone grave fell while defending his wife and family from the savages who attacked the train in the gray dawn or darker night. There is a sad, brief history connected with each, told to the passer-by, mayhaps in rude lines, possibly by the broken arrow or bow, rudely drawn on the mouldering head-board. However rude or rough the early emigrants may have been, it can never be charged to them that they neglected the sick or dead within the train. The sick were tenderly nursed, and the dead decently buried, and their graves marked by the men who had shared with them the perils of the trip. Those were the days, and these plains the place that tried men's mettle; and here the Western frontiersman shone superior to all others who ventured to cross the "vast desert" which stretched its unknown breadth between him and the land of his desires. *Brave, cool and wary as the savage, with his unerring rifle on his arm, he was more than a match for any red devil he might encounter. Patient under adversity, fertile in resources, he was an invaluable aid at all times; a true friend, and bitter foe.* This type of people is fast passing away.

The Platte river rises in the mountains of Colorado — the South Fork in the South Park and the North Fork in the North Park — while the South Fork runs nearly east, the North Fork runs north, for over 100 miles, and then turns eastward and southward and unites with the South Fork, near North Platte city. The channels in these rivers, during high water, is continually shifting, caused by the vast quantity of sand which is continually floating down their muddy tides. The sand is very treacherous, too, and woe to the unlucky wight who attempts to cross before he has become acquainted with the fords. Indeed, he ought to be introduced to the river and all its branches before he undertakes the perilous task. In crossing, in the old freighting days, if anything went wrong, and the train come to a stop, down it would sink in the yielding quicksand, until the wagons were so firmly bedded that it required more than double the original force to pull them out; and often they must be unloaded to prevent the united teams from pull-

* Before the railroad there was not a tree growing on the plains except along the bed of the streams.

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# COOL CLIMES IN COLORADO.

SPEAKING of spring reminds us that summer is not far away. And now, while we are on the subject of summer, it might be timely to say something about the annual summer trip which we all expect to take. Where to go, how to go, and what to wear, will be the absorbing questions for some weeks to come. The latter part of the question will concern the ladies most, and it is safe to say that they will solve it in their usual fascinating and bewitching manner. The summer girl will be there arrayed in all her gowns and her glory.

Then must be decided the more momentous part of the question—where to go. In this connection, it might be pertinent to ask, What's the matter with Colorado? You can read the answer in her eternal mountains and snow-capped peaks, which hold their lofty heads among the clouds; in her dark and sunless cañons, where daylight struggles vainly with the gloom, and sends no ray to light the damp and cheerless caverns; in her rushing rivers and resounding waterfalls, which find their sources in perpetual snow fields, and flow forever toward the sea; in her mineral springs whose healing waters gush in gentle streamlets from her mountain sides or pour in volumes from their caverns; in her gardens and parks of wonders of grotesque shapes and monstrous formations; in her grand scenery which surpasses that of the far-famed Alps, and holds the traveler entranced, lost in admiration of its wild beauty and panoramic enchantment; in her glorious climate which surpasses all in salubrity and fitness for a summer retreat. In these read the answer: There is no place like Colorado. And if you would get there smoothly, quickly and comfortably, take the short and popular

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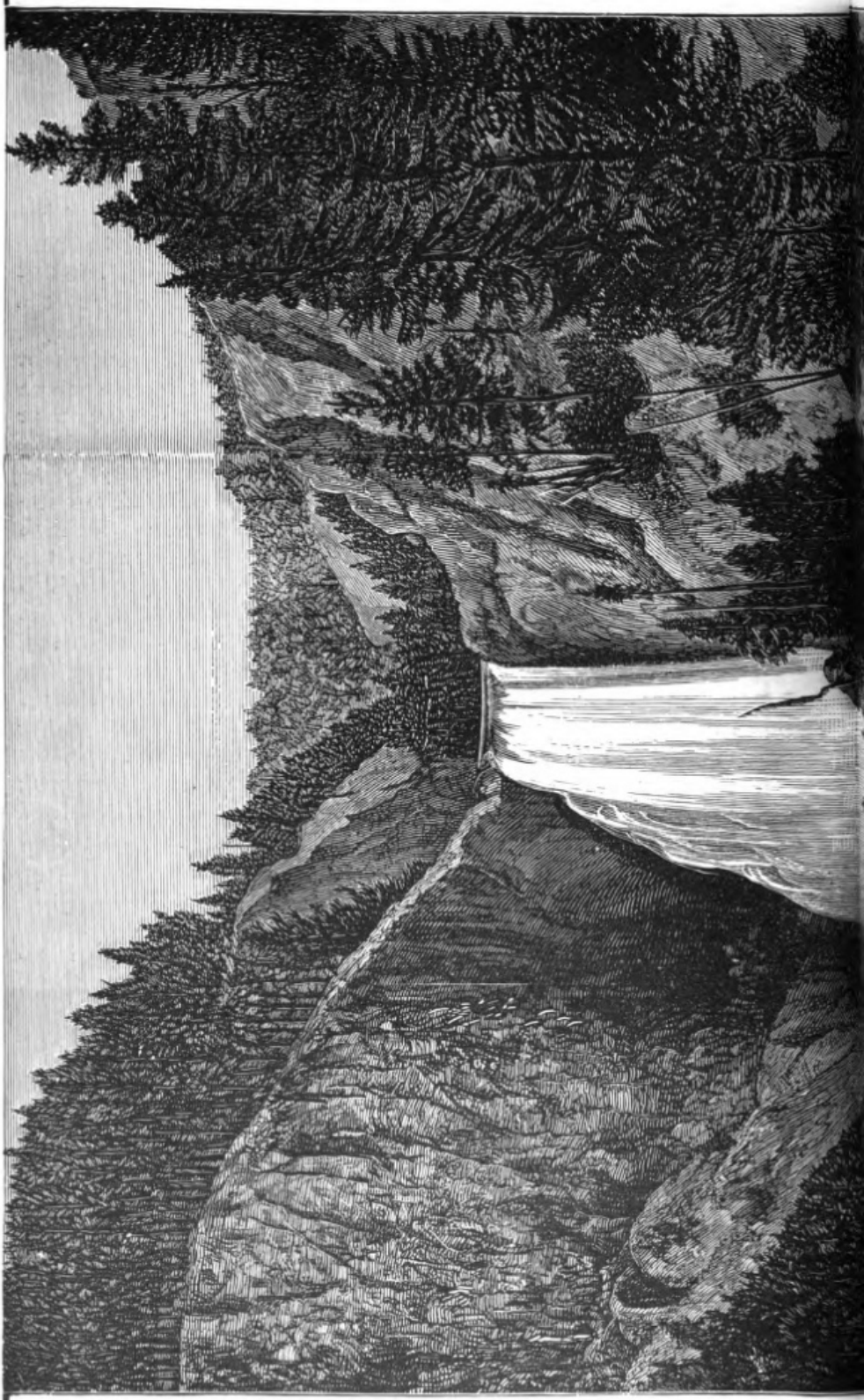

FALLS OF THE YELLOWSTONE.

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VELLOWSTONE NATIONAL PARK.

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ing them to pieces, while trying to lift the load and wagon from the sandy bed. The streams are generally very shallow in the fall and winter. The South Fork, above North Platte, of late years is often dry for months in the summer, owing to the water being all turned into the irrigating canals of Colorado.

**Schuyler**—[Pop., 3,000; from Fremont, 29 miles].—Is the seat of Colfax county. Does a large business in wheat shipments, and is a growing and enterprising town.

CONNECTIONS by rail are Burlington & Missouri River railroad.

**Columbus**—[Pop., 4,000; from Schuyler, 16 miles; Omaha, 91 miles]. It is the seat of Platte county. In 1864 it was the frontier town in Nebraska — there were few settlers beyond.

Columbus — from its location in the midst of the finest agricultural lands in the Platte valley, with the rich valleys of the Loup and Elkhorn, on the north, reached by rail, has advantages that will, at no distant day, make it a city of many thousand inhabitant.

In the "sixties" Mr. George Francis Train called Columbus the geographical centre of the United States, and advocated the removal of the National Capitol to this place. But we fear the removal will not come in our time, so we shall not buy any corner lots on the strength of the possibility.

CONNECTIONS—OMAHA & REPUBLICAN VALLEY—The Norfolk branch runs north from Columbus, 50 miles to NORFOLK, on the Elkhorn river, in the midst of as rich a farming section as can be found in the state.

At Oconee, nine miles from Columbus, a branch turns westward to GENOA 11 miles, and to ALBION, 22 miles further.

At Genoa, a branch runs West to CEDAR RAPIDS, 30 miles.

The branches aggregate 114 miles.

Also connect with the Burlington & Missouri River railroad

After leaving Columbus Loup Fork river is crossed. This stream rises 75 miles northeast of North Platte city, and runs through a fine farming country until it unites with the Platte. Plenty of fish of various kinds are found in the stream and its numerous tributaries. These little streams water a section of country unsurpassed in fertility and agricultural resources. Game in abundance is found in the valley of the Loup, consisting of deer, antelope, turkeys and prairie chickens, while the streams abound in ducks and geese.

Just after crossing Loup Fork our train enters upon a tangent *40 miles in length*, where the track is laid as straight as it is possible to build a road. In going west, when the sun is low in the horizon, it is directly ahead; and, at certain seasons of the year, the view is very beautiful. The telegraph poles on each side present two solid walls of timber, surmounted with endless lines of sparkling wires, and the railroad tracks between are of dazzling brightness. When the fields are golden with the harvest, and the landscape at its best, this view rivals the most marvelous stories ever conceived in childhood's fairy dream.

Passing CENTRAL CITY, the seat of Merrick county, 41 miles from Columbus, another run of 21 and our train stops at the best meal station on the whole line of road.

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**Grand Island**—[Pop., 8,000; from Omaha, 153 miles; elevation 1860 feet].—Is the seat of Hall county, and is the largest and most important business place and railroad junction on the main line of the Union Pacific Railway west of Omaha.

At this place the railroad company have extensive machine and repair shops, where are employed several hundred men. The largest steam flouring mills and grain elevators in the state are located here. There are a great number of large brick business blocks, with stores, shops, hotels and many small manufactories of different kinds, all of which seem to be doing a prosperous business.

This station was named for an island in the Platte—two miles distant—one of the largest in the river, being about 30 miles in length by four in width.

When the railroad reached this city in 1866, buffalo were quite numerous, their range extending over 200 miles to the westward. In the spring, these animals were wont to cross the Platte from the Arkansas and Republican valleys, where they had wintered, to the northern country, returning again, sleek and fat, late in the fall. Gradually their numbers decreased on this range, until 1873, when they entirely disappeared. But at Julesburg, 219 miles west, a small band was seen to cross the river as late as 1876. In 1860 immense bands were on these plains. On the south side of the Platte, on the old emigrant road, the number was so large that often emigrant teams had to stop while they were crossing the road. At Fort Kearney, on the south side of the river, in 1860, an order was issued by the Post Commander, forbidding the soldiers to shoot the buffalo on the parade ground.

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CONNECTIONS by rail are: OMAHA & REPUBLICAN VALLEY.

From Grand Island, the "Ord" branch runs north, 21 miles, to ST. PAUL; thence 24 miles to SCOTIA, and 15 miles more to the end of the track at ORD, situated on Loup Fork river, 60 miles from Grand Island.

From St. Paul, a branch runs northwest, 18 miles, to BOELUS, thence 21 miles to LOUP CITY.

From Boelus, a branch runs to the southwest—nine miles to NANTASKET. Total mileage of branches, 108.

ALSO connect with Burlington & Missouri River railroad.

ALSO St. Joseph & Grand Island railroad; from Grand Island this line runs to the southeast and east, crossing the Platte river and reaching HASTINGS, in 25 miles; thence 18 miles to FAIRFIELD; thence 56 miles to FAIRBURY; thence to MARYSVILLE, 40 miles, and 113 miles more to ST. JOSEPH, 252 miles from Grand Island.

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Leaving Grand Island, for the west, the country presents about the same general appearance as to the east. Well cultivated farms, and the comfortable homes of the enterprising settlers are to be seen on all sides. To North Platte city it is 138 miles, and there are 23 stations in that distance, located about six miles apart. These stations vary in population from a few hundred to 9,000, KEARNEY being the largest, 42 miles west of Grand Island.

NORTH PLATTE RIVER.—This stream is crossed about one mile before arriving at North Platte city. It has already been referred to. We shall cross it again at Fort Fred Steele, 402 miles further west. Its general characteristics are similar to those of the South Platte.

For 125 miles up this river, the "bottom lands" are from three to 15 miles wide, very rich, and susceptible of cultivation, though, perhaps, requiring irrigation. Game in abundance is found in this valley, and bands of wild horses, in 1862, were numerous.

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Fort Laramie is about 150 miles from the junction, near where the Laramie river unites with this stream.

On the west bank of the river, 80 miles north, is Ash Hollow, rendered famous by General Harney, who gained a decisive victory over the Sioux Indians here, many years ago.

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**North Platte City**—[Pop., 4,000; from Omaha, 291 miles; elevation, 2,796 feet].—Is the seat of Lincoln county, and is the headquarters of the largest live stock interests in the state—horses, cattle and sheep.

Settlers' homes, and tens of thousands of cattle, sheep and horses are to be seen in every direction. The advantages of this place, as a stock range and shipping point, exceed all others on the line of road.

Some of the "cattle barons" here count their herds to 20,000 and more, while scores can "round up" from 3,000 to 5,000 head. In this country, a man that only owns a "little bunch" of 500 or 1,000 head, is counted a "poor shoat", one to be pitied.

The railroad company have a large hotel here, where all the regular passenger trains stop 30 minutes for meals. Machine and repair shops are also located here.

The railroad was completed to this place in November, 1866, and until its completion to Julesburg, in June, 1867, all the freight and supplies for the west were shipped on wagons from this place. During that time the place was a *lively* town, and we might remark a "*red hot*" town. Then, the gamblers, the roughs and scalawags, who afterward rendered the road accursed by their presence, lived in clover—for there were hard-working, foolish men enough in the town to afford them an easy living. When the town began to decline, these leeches followed up the road, cursing with their upas blight every camp and town, until an enraged and long-suffering community arose in their own defense, binding themselves together, *a la vigilantes*, and, for want of a legal tribunal, took the law into their own hands, and hung them to the first projection high and strong enough to sustain their worthless carcasses. But many "moved on," and we shall hear of them again many times before we are through.

From North Platte city our course is more to the westward, crossing the great delta of the two rivers, 18 miles in length, and only a few feet above highwater in the streams. It is now a great hay meadow.

**O'Fallons**—[17 miles from North Platte city].—Is a lone station in the sand hills, of little interest to the traveler, but opposite, on the south side of the river is a point quite noted in early days.

O'FALLONS BLUFFS—Is a series of sand hills interspersed with ravines and gulches, which come close to the river's bank, forming abrupt bluffs which, in the early days referred to, turned the emigrants back from the river, forcing them to cross these sand hills, a distance of four miles, through loose yielding sand, devoid of vegetation. Here, as well as at all points where the bluffs come near the river, the emigrants used to suffer severely at times from the attacks of the Indians and white outlaws.

As few single teams could haul a loaded wagon over the "bluffs" it became necessary to "double up", leaving half the wagons and hauling the first half across the "hills", and then

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come back for the second half. As a consequence, the wagons and force of men with the train was divided and the men scattered over the route, thus affording the Indians—who might be lurking in the ravines near, but out of sight—the opportunity desired to rob and murder a large party with little risk to themselves. The opportunity offered almost every day from 1859 to 1866, and scarcely a month passed during that time without some depredations being committed at this place.

Opposite the "bluffs" is a lovely island in the river, that was—until the railroad arrived—a noted camping ground for the Arapahoe and Sioux Indians; it is now a fine ranch or hay meadow.

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At O'Fallon's station gradual sloping bluffs appear on the right, which rise to a uniform height of about 500 feet above the plain that we have crossed to reach this point. These bluffs are the extreme eastern point of a vast tract of table lands, which extend westward over 200 miles—to the Black hills of Wyoming—varying in width to 35 miles. There are no *living* streams traversing these lands but fine springs of water can be found near the head of some of the dry ravines which tend, north and south, to the two Platte rivers—which receive the drainage of this entire plateau. All the excellent grasses peculiar to the west cover these table lands, which in early days abounded with game—buffalo, deer, elk, antelope, etc., and bands of wild horses. It is now a stock range, with an occasional settler, "tickling" the ground; which "tickling," if water could be had for irrigation, would repay the settler with an abundant harvest. Yet, from recent observations in a section of country where the soil is similar, and where wheat yields from 40 to 50 bushels to the acre, *without rain or irrigation*, I am of the opinion that a system of husbandry adapted to the peculiar soil of these table lands, will result in a similar yield of wheat; and, that these lands are destined, at no distant day, to become the most valuable and productive wheat lands east of the Rocky mountains.

Leaving O'Fallons, we leave the agricultural section and enter the grazing regions, which are almost exclusively devoted to stock-raising—cattle and sheep.

Our train soon reaches the river bottom and rolls along past a number of small stations, the bluffs on the right, in places, crowding us to the river bank.

**Ogallala**—[Pop., 600; from O'Fallons, 34 miles; elevation, 3,207 feet].—Is the seat of Kieth county. The citizens are very generally engaged in raising cattle; few attempt any agricultural pursuits further than a little "garden sass."

WRECKING A TRAIN—Near this station, in 1870, at a point where the railroad makes a short curve near the bank of the river and crosses the mouth of a deep ravine coming down from the bluffs, on the right, a party of Indians attempted to wreck a passenger train. They gathered a band of their ponies in the ravine near the track, out of sight, and then watched the coming of the train. As it neared the ravine the Indians massed their ponies on the track ahead of the locomotive. The result was, some score or more of the ponies were killed without damaging the train, while the trainmen used their pistols and guns pretty freely on the Indians, who were apparently *greatly surprised*, and who since call the locomotive—"Smoke wagon—big chief—ugh!! No good!"

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We follow along the river with little of interest to note.

**Big Springs**—[Pop., 250; from Ogallala, 19 miles; elevation, 3,361 feet]. This station derives its name from a large spring—the first found along the road—which makes out of the bluffs, opposite the station on the right, in view from the cars. The water is excellent—the best along the road.

ROBBERS—It was at this station where the "Big Springs robbery" took place, September 18, 1877. A party of 12 masked men took possession of the station, bound and gagged the men, cut the telegraph wires, and when the western train arrived, took possession of it with guns and revolvers, in the name of "hands up." The robbers secured $65,000 from the express car, $1,300 and four gold watches from passengers, then mounted their horses, that had been hitched near by, and allowed the train to proceed. No person was killed or injured, but *all* experienced much difficulty for days, in getting their hair to *lay down;* and, it is said, among the railroad men, that even *now* a sudden shout "hands up," in the hearing of that express messenger, will send his hat up three feet from his head, and his eyes will resemble two large round cobble-stones, so plentiful in the Rockies.

Immediately after the robbery, a reward of $10,000 was offered for the arrest of the perpetrators. Three were caught soon after and paid the penalty of the crime with their lives. About one half the money was recovered with the three caught, and we have heard that the other half has been recovered and the rest of the robbers caught and sent "over the range." *Quién Sabe?*

On the south side of the river, opposite, in plain view, is the old ranch and trading post of the noted Indian trader and Peace Commissioner—Beauve—now deserted.

Rolling on, we pass by a series of cuts and fills and another range of sand bluffs, cut up by narrow ravines and gorges. At points the roads run so near the river bank, that the water seems to be right under the cars.

**Julesburg**—[Pop., 600; from Big Springs, 11 miles; from Omaha, 375 miles; Denver, 197 miles; Cheyenne, 144 miles; elevation, 3,456 feet].—Is in Logan county, Colorado. The *old* town of Julesburg was situated about one mile west, on the opposite, or south side of the Platte river. The Julesburg of 1867 was on Lodge Pole creek five miles west and four miles north of the Platte—now called "Weir." The present Julesburg, until recently, was called "Denver Junction." The name of "Julesburg" was given for a Mr. Jules Burg—that lived at the old town in 1860–1—a desperado who "died with his boots on."

Stock-raising is about the only occupation of the settlers in this vicinity.

MAIL—Hack leaves Julesburg every week for FROID 16 miles north.

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DENVER SHORT LINE, branch of the Union Pacific railway, leaves the main line at Julesburg, and runs on up the Platte river to Denver, 197 miles, while the main line leaves the river here, and turns up Lodge Pole creek, 144 miles to Cheyenne. We will continue on the main line to Cheyenne, and then return to Julesburg and take up the "Short Line" to Denver.

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Passenger—"Conductor, do we stop long enough at the next station to eat a sandwich?"
Conductor—"No, sir; we only stop twenty minutes!"

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At Julesburg a number of cars destined for Denver are left for the "Short Line" to pick up, and our train starts again for the west that much lighter. Turning up Lodge Pole creek—passing four small unimportant stations—we reach a regular meal station at

**Sidney**—[Pop., 1,500; from Julesburg, 42 miles; Cheyenne, 102 miles; elevation 4,090 feet].—Is the seat of Cheyenne county, one of the extreme western counties of Nebraska. It contains several good brick business blocks and stores, and shops of all kinds. The chief support of the place is derived from stock-raising; yet there are quite a number of settlers in the vicinity engaged in agricultural pursuits.

Sidney, until recent railroad facilities were afforded the Black Hills country to the northward, by a line from the east, was the outfitting and freight shipping point for all of that country. Then, daily four-horse coaches left Sidney, carrying passengers, mails and express. Those were lively times for the town.

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FORT SIDNEY.—In 1870 the government established a military post at this place, and erected extensive barracks and warehouses. The post is on the south side of the track, a little east of the station, and is in command of Col. H. A. Morrow. It is the headquarters of the 21st Infantry, and garrisoned by A, C, E, G, and I companies.

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CONNECTIONS—Mail hack leaves Sidney once a week for GORMAN, ten miles south. Also, north for REDINGTON, 40 miles; CAMP CLARK, eight miles, and WELLSVILLE, two miles, three times a week.

OVERLAND PONY EXPRESS.

THE PONY EXPRESS—Was an enterprise started in 1860, by Majors, Russell & Co., of Leavenworth, Kan., to meet the pressing business wants of the Pacific coast. It will be remembered that the usual time made on the mail service, by steamer,

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between New York and San Francisco, was about 26 days. The first *overland* mail—which arrived in San Francisco Oct. 10th, 1858—carried it from St. Louis, Mo., via Los Angeles, in 23 days, 21 hours. The *Pony Express*, which left St. Joseph, Mo., and San Francisco, simultaneously, April 3d, 1860, succeeded in transporting it through safely, on its first trip, in ten days; on its second, in 14 days; third, nine days; fourth, ten days; fifth, nine days; sixth, nine days—a distance of 1,996 miles. This rapid transmission of business correspondence was of great value to business men in those days.

This service, we can readily see, required courage and endurance, as well as enterprise and the expenditure of large sums of money. The moment the ferry boat touched land on the opposite shore, the pony expressman mounted his horse; and by day or by night, in starlight or darkness; whether sun-dried or soaked, snow-covered or frozen; among friends or through foes; be he lonely or merry—onward he hasteneth, until, at the thrice-welcomed station, he leaped from his saddle to rest. Here another was ready—whose horse, like himself, had been waiting, perhaps, without shelter—and with a cheery "Good-night, boys," he galloped off, and was soon lost in the distance. He rides on alone, over prairies and mountains; whether up hill or down; on rough ground or smooth, until he espies in the distance the goal of his hopes, and the station is reached. To tell of the losses of men from the Indians, and of horses and other property, both from volunteers as well as Indians, with the many thrilling adventures of those who participated in this daring enterprise, however interesting, would make too long a recital for these pages. The late James A. Moore, the first "post trader" at Sidney—one of the old pioneers on the plains—was the first *rider* of the pony express, who made the most remarkable ride on record, particularly so, if the condition of the trail and country was considered. "Jim" was at Midway station [south side of the Platte] June 8th, 1860, when a *very important* government dispatch arrived for the Pacific coast. Mounting his pony he left for Julesburg, 140 miles distant, where, on arriving, he met a return dispatch *from* the Pacific, *equally important* [the rider that should have carried the dispatch east had been killed by the Indians the day before]; resting only seven minutes, and, without eating, returned to Midway, making the "*round trip*"—280 miles—in 14 hours and 46 minutes. The dispatch reached Sacramento from St. Joseph, Mo., in eight days, nine hours and 40 minutes.

☞ *That dispatch relieved General Albert Sidney Johnston from the command of the Army of the Pacific, and saved the Coast to the Union.*

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Leaving Sidney—19 miles to Potter, we find about 200 settlers, and a few miles further—an immense population of ——

PRAIRIE DOGS—Their city occupies some thousand or more acres. Their dwellings consist of a little mound, with a hole in the top, from a foot to a foot and a half high, raised by the dirt excavated from their burrows. On the approach of a train, these animals can be seen scampering for their houses; arrived there, they squat on their hams or stand on their hind feet, barking at the train as it passes. Should any one venture too near, down they go into their holes, and the city is silent as the city of the dead.

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ment, and walked the platform of Cooper Union, in New York. He is now on a reservation, taking his rations regularly. It was on Pole creek, near Sidney, during the construction of this railroad. But those trying times have passed, never to return. The buffalo is gone, the Indian has gone from the trail, yet the word "farewell" is ever a sad reminder of the past; so, if we sometimes contrast the *present* with the *past*, could one marvel?

Leaving Omaha, our train climbs the world over 100 feet in the first four miles. We pass in that distance large grain elevators, great lumber yards, warehouses, manufactories of different kinds, government store-houses, and the monster stock yards and packing houses of South Omaha. From this point our descent is rapid, dropping down 157 feet in the next six miles, to Gilmore, or to an altitude of 985 feet above sea level, the *lowest* point on the whole line.

From Gilmore our iron horse will have gradual up grade to to Sherman, 539 miles, the highest elevation on the main overland line, 8,247 feet above sea level; but, before we are through with this TOUR, we will stand on the *highest* point ever reached by a railroad train in the world, 11,596 feet above sea level.

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**Papillion** — (Pap–ē–o) — 15 miles from Omaha is a small station on the river of that name, in the midst of of a thrifty farming community. In the next two miles we pass *under* the track of the Missouri Pacific railroad, and proceeding, cross the Elkhorn river, 11 miles beyond.

The Elkhorn river is nearly 300 miles in length. It rises among the hills of the divide, near the head-waters of the Niobrara. It is the oldest settled portion of the state of Nebraska, north of the Platte river. The valley of the Elkhorn averages about eight miles in width, and is of the best quality of farming land. The settlers are mostly Germans of the thrifty class, with good houses, fine orchards of fruits, well cultivated farms, and comfortable and pleasant surroundings.

**Valley** — Is a junction station, six miles west of Elkhorn, and 35 miles from Omaha, situated on the Platte river bottom, surrounded by farms, where the principal products are corn and hay.

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CONNECTIONS by rail are: OMAHA & REPUBLICAN VALLEY branch of the Union Pacific railway. It commences at Valley station, and runs in a southwestern direction crossing the Platte river within a few miles. WAHOO is reached in a run of 18 miles, and 19 miles further VALPARAISO — where turning south 20 miles brings us to LINCOLN, the capital of the state of Nebraska. From Lincoln it is 40 miles to BEATRICE, and 37 miles more to MARYSVILLE — in the state of Kansas. Continuing south on the same branch, it is 56 miles to MANHATTAN, on the Kansas division of the Union Pacific, 225 miles from Omaha.

O. & R. V. — STROMSBURG branch — runs west from Valparaiso, and reaches DAVID CITY in 23 miles, and STROMSBURG in 34 miles further — 128 miles from Omaha.

The line turns south from Stromsburg, reaching YORK in 17 miles, and MCCOOL JUNCTION, eight miles further.

The Fairbury line leaves the "junction," and runs southeast 50 miles to FAIRBURY, where connections are made with the St. Joseph & Grand Island railroad. From Fairbury it is 40 miles to Marysville, 153 miles to St. Joseph, and 99 miles to Grand Island.

The Alma line leaves the "junction," runs southwest, through SUTTON, and CLAY CENTER, 39 miles to FAIRFIELD, where connections are made with the St. Joseph & Grand Island railroad, by which it is 56 miles to Fairbury; 96 miles to Marysville; 209 miles to St. Joseph, and 43 miles to Grand Island.–At Fairfield, the Alma line runs southwest via WILCOX — 97 miles—to ALMA, 280 miles from Omaha.

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B. asks, "Does it pay to be good?" It does when the business becomes *fully* established, but you've got to sink a great deal of money in the start.

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The whole country, tributary to these "branches," is thickly settled with thrifty farmers, and the lands are very rich, and capable of producing all kinds of farm produce in abundance, and to perfection. However, corn is the principal crop, and raising and fattening hogs, the chief source of wealth—corn and hogs are the staples, and hog and hominy the diet—yet, if one should call the people "hoggish" they would all *bristle* up at once.

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**Fremont**—[Pop., 7,000; from Valley, 12 miles; Omaha, 46 miles; elevation 1,192].—Is the seat of Dodge county, situated in the midst of the richest and most productive portion of the Platte valley, which here stretches away in all directions as far as the eye can reach. The city is provided with all the modern improvements, and is the seat of much wealth. Besides the Union Pacific, it is connected with the northeast country by the Fremont, Elkhorn & Missouri Valley railroad.

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STOCK FEEDING—For 300 miles west of Omaha, on the line of the Union Pacific road, within the last few years, stock feeding has become a very important and profitable business. The rapid settlement of the eastern and central portions of Nebraska since the completion of the various railroad lines traversing it, has gradually contracted the public ranges until, at the present time, all the "range cattle" are crowded into the western part of the state, and into Wyoming, Colorado, Utah, Idaho and Montana. Feeding ranches or stations, have been established at many points along the line of the railroad, where stock from the western ranges are received by train loads and fed and fattened for the eastern markets. Many of these feeding places are close to the railroad, with side-track accommodations for loading and unloading. They consist of a number of large buildings for storing feed, long sheds, and numerous corrals for stock. In the corrals are many long troughs for feed and others for fresh water. A few of these places are very extensive, and fitted up without regard to cost. Some are owned by those who are engaged in raising range stock in the west, while others are owned by those who buy cattle, sheep, etc., where they can do the best. The stock is shipped from the west to these feeding places, and fed with hay, corn and other fattening feed until they are in a satisfactory condition, when they are shipped to the eastern markets—to Omaha, Kansas City, Chicago, etc.

To the farming community the establishment of these "feeding" stations has brought joy. They no longer *burn* their corn for fuel, but raise and gather all they can, and they find a ready cash market at home for all their hay, corn and feed. While wheat is yet an important crop, and all kinds of grain and vegetables can be grown successfully in all parts of the state, east of North Platte city, corn and hay are the chief staples on which the farmer must always depend to bring him the largest and quickest returns for his investment and labor, as "feeding" stations are sure to multiply rapidly in the near future, as the "range" is crowded still further west by the rapid settlement of the country.

THE PLATTE RIVER—Leaving Fremont, we draw near the Platte river, and are fairly launched on the broad plains of Nebraska. For 326 miles we shall follow the course of the river, and for many miles shall pass closely along its northern bank; at

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other times the course of the river can only be traced by the timber growing on its banks. Broad plains are the principal features now, dotted here and there with * planted groves of cottonwood trees, in the midst of which may be seen the settler's home, surrounded by his fields and industries.

Before the railroad, the south bank of the Platte was one broad thoroughfare, whereon the long trains of freighters and emigrants with their white-covered wagons, could be seen stretching away for many miles in an almost unbroken chain. Then it was, that these plains were covered with buffalo, antelope, deer and smaller game, and infested by white outlaws, squaw-men and bloodthirsty Indians. At that time there was no travel on the north side of the river below Big Springs station, but beyond that station, the traveler of to-day can catch a glimpse here and there of a lone grave, marked by a rude head-board; and, had he time, opportunity and skill to decipher the old and time-stained hieroglyphics with which it is decorated, he will learn that it marks the last resting place of some emigrant or freighter, who, overcome by sickness, laid down here and gave up the fainting spirit to the care of Him who gave it; or, perchance, he will learn that the tenant of this lone grave fell while defending his wife and family from the savages who attacked the train in the gray dawn or darker night. There is a sad, brief history connected with each, told to the passer-by, mayhaps in rude lines, possibly by the broken arrow or bow, rudely drawn on the mouldering head-board. However rude or rough the early emigrants may have been, it can never be charged to them that they neglected the sick or dead within the train. The sick were tenderly nursed, and the dead decently buried, and their graves marked by the men who had shared with them the perils of the trip. Those were the days, and these plains the place that tried men's mettle; and here the Western frontiersman shone superior to all others who ventured to cross the "vast desert" which stretched its unknown breadth between him and the land of his desires. *Brave, cool and wary as the savage, with his unerring rifle on his arm, he was more than a match for any red devil he might encounter. Patient under adversity, fertile in resources, he was an invaluable aid at all times; a true friend, and bitter foe.* This type of people is fast passing away.

The Platte river rises in the mountains of Colorado — the South Fork in the South Park and the North Fork in the North Park — while the South Fork runs nearly east, the North Fork runs north, for over 100 miles, and then turns eastward and southward and unites with the South Fork, near North Platte city. The channels in these rivers, during high water, is continually shifting, caused by the vast quantity of sand which is continually floating down their muddy tides. The sand is very treacherous, too, and woe to the unlucky wight who attempts to cross before he has become acquainted with the fords. Indeed, he ought to be introduced to the river and all its branches before he undertakes the perilous task. In crossing, in the old freighting days, if anything went wrong, and the train come to a stop, down it would sink in the yielding quicksand, until the wagons were so firmly bedded that it required more than double the original force to pull them out; and often they must be unloaded to prevent the united teams from pull-

* Before the railroad there was not a tree growing on the plains except along the bed of the streams.

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# Cool Climes in Colorado.

SPEAKING of spring reminds us that summer is not far away. And now, while we are on the subject of summer, it might be timely to say something about the annual summer trip which we all expect to take. Where to go, how to go, and what to wear, will be the absorbing questions for some weeks to come. The latter part of the question will concern the ladies most, and it is safe to say that they will solve it in their usual fascinating and bewitching manner. The summer girl will be there arrayed in all her gowns and her glory.

Then must be decided the more momentous part of the question—where to go. In this connection, it might be pertinent to ask, What's the matter with Colorado? You can read the answer in her eternal mountains and snow-capped peaks, which hold their lofty heads among the clouds; in her dark and sunless cañons, where daylight struggles vainly with the gloom, and sends no ray to light the damp and cheerless caverns; in her rushing rivers and resounding waterfalls, which find their sources in perpetual snow fields, and flow forever toward the sea; in her mineral springs whose healing waters gush in gentle streamlets from her mountain sides or pour in volumes from their caverns; in her gardens and parks of wonders of grotesque shapes and monstrous formations; in her grand scenery which surpasses that of the far-famed Alps, and holds the traveler entranced, lost in admiration of its wild beauty and panoramic enchantment; in her glorious climate which surpasses all in salubrity and fitness for a summer retreat. In these read the answer: There is no place like Colorado. And if you would get there smoothly, quickly and comfortably, take the short and popular

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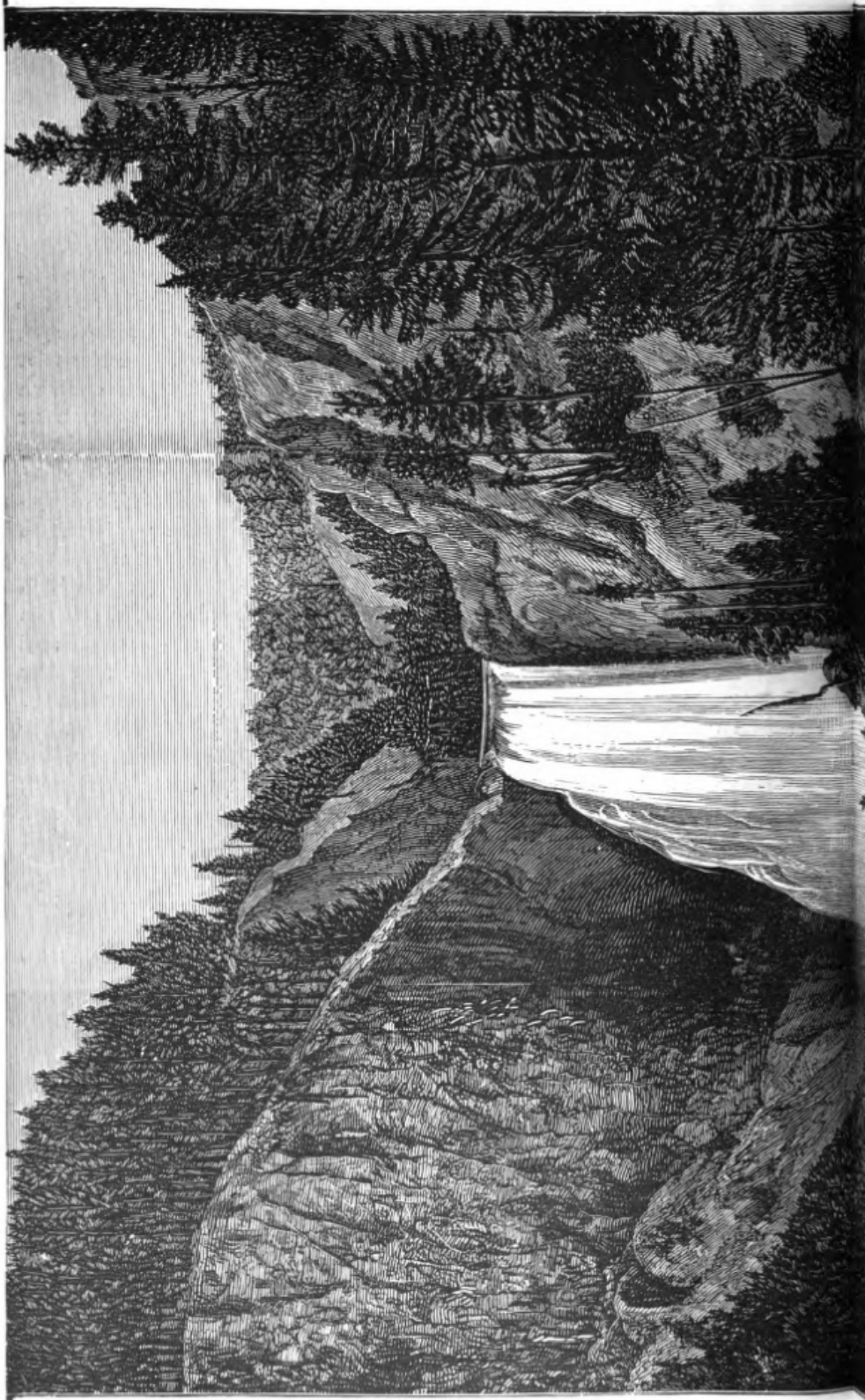

FALLS OF THE YELLOWSTONE.

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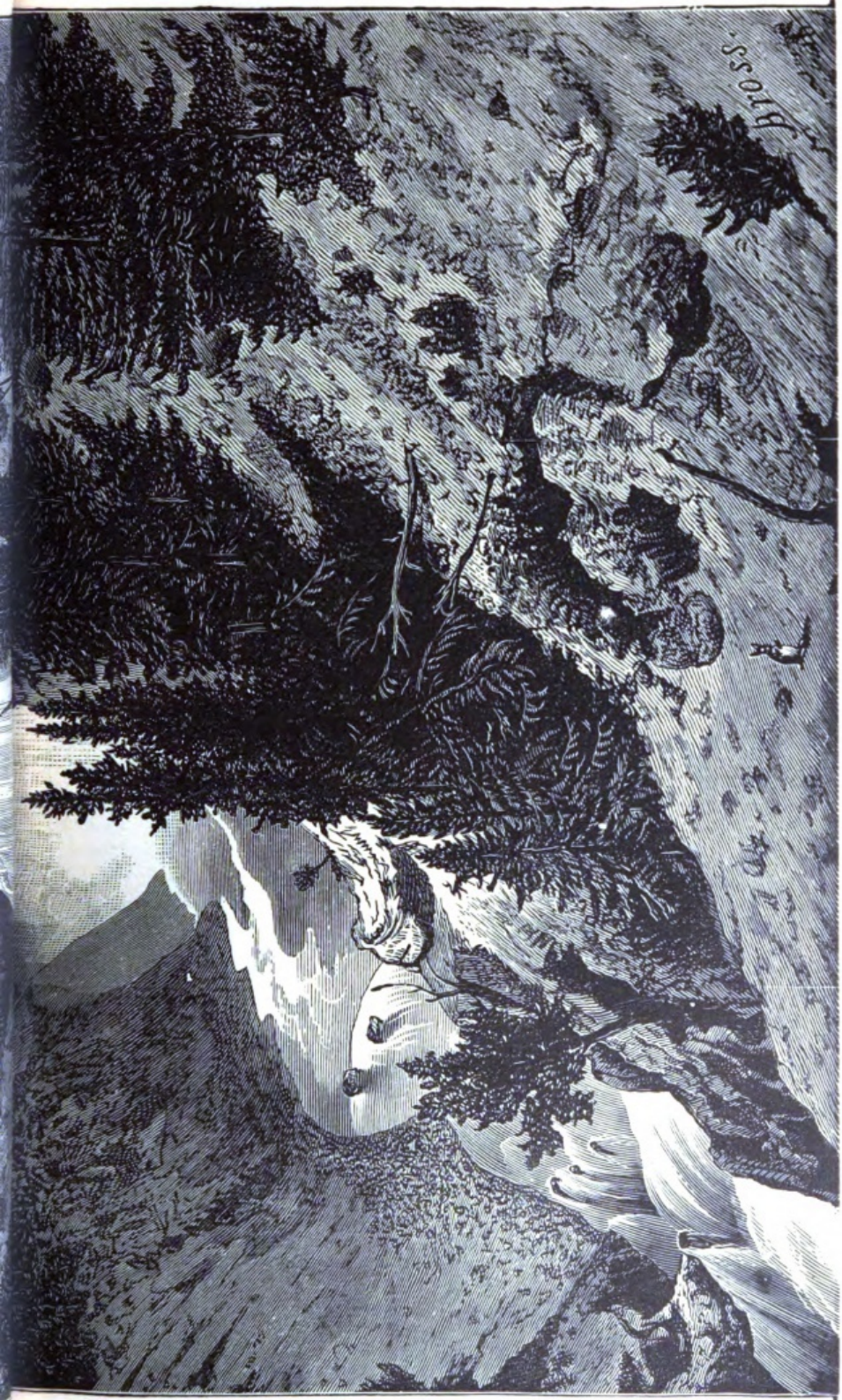

VELLOWSTONE NATIONAL PARK.

PAGE 188.

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ing them to pieces, while trying to lift the load and wagon from the sandy bed. The streams are generally very shallow in the fall and winter. The South Fork, above North Platte, of late years is often dry for months in the summer, owing to the water being all turned into the irrigating canals of Colorado.

**Schuyler**—[Pop., 3,000; from Fremont, 29 miles].—Is the seat of Colfax county. Does a large business in wheat shipments, and is a growing and enterprising town.

CONNECTIONS by rail are Burlington & Missouri River railroad.

**Columbus**—[Pop., 4,000; from Schuyler, 16 miles; Omaha, 91 miles]. It is the seat of Platte county. In 1864 it was the frontier town in Nebraska — there were few settlers beyond.

Columbus — from its location in the midst of the finest agricultural lands in the Platte valley, with the rich valleys of the Loup and Elkhorn, on the north, reached by rail, has advantages that will, at no distant day, make it a city of many thousand inhabitant.

In the "sixties" Mr. George Francis Train called Columbus the geographical centre of the United States, and advocated the removal of the National Capitol to this place. But we fear the removal will not come in our time, so we shall not buy any corner lots on the strength of the possibility.

CONNECTIONS—OMAHA & REPUBLICAN VALLEY—The Norfolk branch runs north from Columbus, 50 miles to NORFOLK, on the Elkhorn river, in the midst of as rich a farming section as can be found in the state.

At Oconee, nine miles from Columbus, a branch turns westward to GENOA 11 miles, and to ALBION, 22 miles further.

At Genoa, a branch runs West to CEDAR RAPIDS, 30 miles.

The branches aggregate 114 miles.

Also connect with the Burlington & Missouri River railroad

After leaving Columbus Loup Fork river is crossed. This stream rises 75 miles northeast of North Platte city, and runs through a fine farming country until it unites with the Platte. Plenty of fish of various kinds are found in the stream and its numerous tributaries. These little streams water a section of country unsurpassed in fertility and agricultural resources. Game in abundance is found in the valley of the Loup, consisting of deer, antelope, turkeys and prairie chickens, while the streams abound in ducks and geese.

Just after crossing Loup Fork our train enters upon a tangent *40 miles in length*, where the track is laid as straight as it is possible to build a road. In going west, when the sun is low in the horizon, it is directly ahead; and, at certain seasons of the year, the view is very beautiful. The telegraph poles on each side present two solid walls of timber, surmounted with endless lines of sparkling wires, and the railroad tracks between are of dazzling brightness. When the fields are golden with the harvest, and the landscape at its best, this view rivals the most marvelous stories ever conceived in childhood's fairy dream.

Passing CENTRAL CITY, the seat of Merrick county, 41 miles from Columbus, another run of 21 and our train stops at the best meal station on the whole line of road.

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**Grand Island**—[Pop., 8,000; from Omaha, 153 miles; elevation 1860 feet].—Is the seat of Hall county, and is the largest and most important business place and railroad junction on the main line of the Union Pacific Railway west of Omaha.

At this place the railroad company have extensive machine and repair shops, where are employed several hundred men. The largest steam flouring mills and grain elevators in the state are located here. There are a great number of large brick business blocks, with stores, shops, hotels and many small manufactories of different kinds, all of which seem to be doing a prosperous business.

This station was named for an island in the Platte—two miles distant—one of the largest in the river, being about 30 miles in length by four in width.

When the railroad reached this city in 1866, buffalo were quite numerous, their range extending over 200 miles to the westward. In the spring, these animals were wont to cross the Platte from the Arkansas and Republican valleys, where they had wintered, to the northern country, returning again, sleek and fat, late in the fall. Gradually their numbers decreased on this range, until 1873, when they entirely disappeared. But at Julesburg, 219 miles west, a small band was seen to cross the river as late as 1876. In 1860 immense bands were on these plains. On the south side of the Platte, on the old emigrant road, the number was so large that often emigrant teams had to stop while they were crossing the road. At Fort Kearney, on the south side of the river, in 1860, an order was issued by the Post Commander, forbidding the soldiers to shoot the buffalo on the parade ground.

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CONNECTIONS by rail are: OMAHA & REPUBLICAN VALLEY.

From Grand Island, the "Ord" branch runs north, 21 miles, to ST. PAUL; thence 24 miles to SCOTIA, and 15 miles more to the end of the track at ORD, situated on Loup Fork river, 60 miles from Grand Island.

From St. Paul, a branch runs northwest, 18 miles, to BOELUS, thence 21 miles to LOUP CITY.

From Boelus, a branch runs to the southwest—nine miles to NANTASKET. Total mileage of branches, 108.

ALSO connect with Burlington & Missouri River railroad.

ALSO St. Joseph & Grand Island railroad; from Grand Island this line runs to the southeast and east, crossing the Platte river and reaching HASTINGS, in 25 miles; thence 18 miles to FAIRFIELD; thence 56 miles to FAIRBURY; thence to MARYSVILLE, 40 miles, and 113 miles more to ST. JOSEPH, 252 miles from Grand Island.

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Leaving Grand Island, for the west, the country presents about the same general appearance as to the east. Well cultivated farms, and the comfortable homes of the enterprising settlers are to be seen on all sides. To North Platte city it is 138 miles, and there are 23 stations in that distance, located about six miles apart. These stations vary in population from a few hundred to 9,000, KEARNEY being the largest, 42 miles west of Grand Island.

NORTH PLATTE RIVER.—This stream is crossed about one mile before arriving at North Platte city. It has already been referred to. We shall cross it again at Fort Fred Steele, 402 miles further west. Its general characteristics are similar to those of the South Platte.

For 125 miles up this river, the "bottom lands" are from three to 15 miles wide, very rich, and susceptible of cultivation, though, perhaps, requiring irrigation. Game in abundance is found in this valley, and bands of wild horses, in 1862, were numerous.

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Fort Laramie is about 150 miles from the junction, near where the Laramie river unites with this stream.

On the west bank of the river, 80 miles north, is Ash Hollow, rendered famous by General Harney, who gained a decisive victory over the Sioux Indians here, many years ago.

**North Platte City**—[Pop., 4,000; from Omaha, 291 miles; elevation, 2,796 feet].—Is the seat of Lincoln county, and is the headquarters of the largest live stock interests in the state—horses, cattle and sheep.

Settlers' homes, and tens of thousands of cattle, sheep and horses are to be seen in every direction. The advantages of this place, as a stock range and shipping point, exceed all others on the line of road.

Some of the "cattle barons" here count their herds to 20,000 and more, while scores can "round up" from 3,000 to 5,000 head. In this country, a man that only owns a "little bunch" of 500 or 1,000 head, is counted a "poor shoat", one to be pitied.

The railroad company have a large hotel here, where all the regular passenger trains stop 30 minutes for meals. Machine and repair shops are also located here.

The railroad was completed to this place in November, 1866, and until its completion to Julesburg, in June, 1867, all the freight and supplies for the west were shipped on wagons from this place. During that time the place was a *lively* town, and we might remark a "*red hot*" town. Then, the gamblers, the roughs and scalawags, who afterward rendered the road accursed by their presence, lived in clover—for there were hard-working, foolish men enough in the town to afford them an easy living. When the town began to decline, these leeches followed up the road, cursing with their upas blight every camp and town, until an enraged and long-suffering community arose in their own defense, binding themselves together, *a la vigilantes*, and, for want of a legal tribunal, took the law into their own hands, and hung them to the first projection high and strong enough to sustain their worthless carcasses. But many "moved on," and we shall hear of them again many times before we are through.

From North Platte city our course is more to the westward, crossing the great delta of the two rivers, 18 miles in length, and only a few feet above highwater in the streams. It is now a great hay meadow.

**O'Fallons**—[17 miles from North Platte city].—Is a lone station in the sand hills, of little interest to the traveler, but opposite, on the south side of the river is a point quite noted in early days.

O'FALLONS BLUFFS—Is a series of sand hills interspersed with ravines and gulches, which come close to the river's bank, forming abrupt bluffs which, in the early days referred to, turned the emigrants back from the river, forcing them to cross these sand hills, a distance of four miles, through loose yielding sand, devoid of vegetation. Here, as well as at all points where the bluffs come near the river, the emigrants used to suffer severely at times from the attacks of the Indians and white outlaws.

As few single teams could haul a loaded wagon over the "bluffs" it became necessary to "double up", leaving half the wagons and hauling the first half across the "hills", and then

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come back for the second half. As a consequence, the wagons and force of men with the train was divided and the men scattered over the route, thus affording the Indians—who might be lurking in the ravines near, but out of sight—the opportunity desired to rob and murder a large party with little risk to themselves. The opportunity offered almost every day from 1859 to 1866, and scarcely a month passed during that time without some depredations being committed at this place.

Opposite the "bluffs" is a lovely island in the river, that was—until the railroad arrived—a noted camping ground for the Arapahoe and Sioux Indians; it is now a fine ranch or hay meadow.

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At O'Fallon's station gradual sloping bluffs appear on the right, which rise to a uniform height of about 500 feet above the plain that we have crossed to reach this point. These bluffs are the extreme eastern point of a vast tract of table lands, which extend westward over 200 miles—to the Black hills of Wyoming—varying in width to 35 miles. There are no *living* streams traversing these lands but fine springs of water can be found near the head of some of the dry ravines which tend, north and south, to the two Platte rivers—which receive the drainage of this entire plateau. All the excellent grasses peculiar to the west cover these table lands, which in early days abounded with game—buffalo, deer, elk, antelope, etc., and bands of wild horses. It is now a stock range, with an occasional settler, "tickling" the ground; which "tickling," if water could be had for irrigation, would repay the settler with an abundant harvest. Yet, from recent observations in a section of country where the soil is similar, and where wheat yields from 40 to 50 bushels to the acre, *without rain or irrigation*, I am of the opinion that a system of husbandry adapted to the peculiar soil of these table lands, will result in a similar yield of wheat; and, that these lands are destined, at no distant day, to become the most valuable and productive wheat lands east of the Rocky mountains.

Leaving O'Fallons, we leave the agricultural section and enter the grazing regions, which are almost exclusively devoted to stock-raising—cattle and sheep.

Our train soon reaches the river bottom and rolls along past a number of small stations, the bluffs on the right, in places, crowding us to the river bank.

**Ogallala**—[Pop., 600; from O'Fallons, 34 miles; elevation, 3,207 feet].—Is the seat of Kieth county. The citizens are very generally engaged in raising cattle; few attempt any agricultural pursuits further than a little "garden sass."

WRECKING A TRAIN—Near this station, in 1870, at a point where the railroad makes a short curve near the bank of the river and crosses the mouth of a deep ravine coming down from the bluffs, on the right, a party of Indians attempted to wreck a passenger train. They gathered a band of their ponies in the ravine near the track, out of sight, and then watched the coming of the train. As it neared the ravine the Indians massed their ponies on the track ahead of the locomotive. The result was, some score or more of the ponies were killed without damaging the train, while the trainmen used their pistols and guns pretty freely on the Indians, who were apparently *greatly surprised*, and who since call the locomotive—"Smoke wagon—big chief—ugh!! No good!"

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We follow along the river with little of interest to note.

**Big Springs**—[Pop., 250; from Ogallala, 19 miles; elevation, 3,361 feet]. This station derives its name from a large spring—the first found along the road—which makes out of the bluffs, opposite the station on the right, in view from the cars. The water is excellent—the best along the road.

ROBBERS—It was at this station where the "Big Springs robbery" took place, September 18, 1877. A party of 12 masked men took possession of the station, bound and gagged the men, cut the telegraph wires, and when the western train arrived, took possession of it with guns and revolvers, in the name of "hands up." The robbers secured $65,000 from the express car, $1,300 and four gold watches from passengers, then mounted their horses, that had been hitched near by, and allowed the train to proceed. No person was killed or injured, but *all* experienced much difficulty for days, in getting their hair to *lay down;* and, it is said, among the railroad men, that even *now* a sudden shout "hands up," in the hearing of that express messenger, will send his hat up three feet from his head, and his eyes will resemble two large round cobble-stones, so plentiful in the Rockies.

Immediately after the robbery, a reward of $10,000 was offered for the arrest of the perpetrators. Three were caught soon after and paid the penalty of the crime with their lives. About one half the money was recovered with the three caught, and we have heard that the other half has been recovered and the rest of the robbers caught and sent "over the range." *Quién Sabe?*

On the south side of the river, opposite, in plain view, is the old ranch and trading post of the noted Indian trader and Peace Commissioner—Beauve—now deserted.

Rolling on, we pass by a series of cuts and fills and another range of sand bluffs, cut up by narrow ravines and gorges. At points the roads run so near the river bank, that the water seems to be right under the cars.

**Julesburg**—[Pop., 600; from Big Springs, 11 miles; from Omaha, 375 miles; Denver, 197 miles; Cheyenne, 144 miles; elevation, 3,456 feet].—Is in Logan county, Colorado. The *old* town of Julesburg was situated about one mile west, on the opposite, or south side of the Platte river. The Julesburg of 1867 was on Lodge Pole creek five miles west and four miles north of the Platte—now called "Weir." The present Julesburg, until recently, was called "Denver Junction." The name of "Julesburg" was given for a Mr. Jules Burg—that lived at the old town in 1860–1—a desperado who "died with his boots on."

Stock-raising is about the only occupation of the settlers in this vicinity.

MAIL—Hack leaves Julesburg every week for FROID 16 miles north.

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DENVER SHORT LINE, branch of the Union Pacific railway, leaves the main line at Julesburg, and runs on up the Platte river to Denver, 197 miles, while the main line leaves the river here, and turns up Lodge Pole creek, 144 miles to Cheyenne. We will continue on the main line to Cheyenne, and then return to Julesburg and take up the "Short Line" to Denver.

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Passenger—"Conductor, do we stop long enough at the next station to eat a sandwich?"

Conductor—"No, sir; we only stop twenty minutes!"

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At Julesburg a number of cars destined for Denver are left for the "Short Line" to pick up, and our train starts again for the west that much lighter. Turning up Lodge Pole creek—passing four small unimportant stations—we reach a regular meal station at

**Sidney**—[Pop., 1,500; from Julesburg, 42 miles; Cheyenne, 102 miles; elevation 4,090 feet].—Is the seat of Cheyenne county, one of the extreme western counties of Nebraska. It contains several good brick business blocks and stores, and shops of all kinds. The chief support of the place is derived from stock-raising; yet there are quite a number of settlers in the vicinity engaged in agricultural pursuits.

Sidney, until recent railroad facilities were afforded the Black Hills country to the northward, by a line from the east, was the outfitting and freight shipping point for all of that country. Then, daily four-horse coaches left Sidney, carrying passengers, mails and express. Those were lively times for the town.

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FORT SIDNEY.—In 1870 the government established a military post at this place, and erected extensive barracks and warehouses. The post is on the south side of the track, a little east of the station, and is in command of Col. H. A. Morrow. It is the headquarters of the 21st Infantry, and garrisoned by A, C, E, G, and I companies.

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CONNECTIONS—Mail hack leaves Sidney once a week for GORMAN, ten miles south. Also, north for REDINGTON, 40 miles; CAMP CLARK, eight miles, and WELLSVILLE, two miles, three times a week.

OVERLAND PONY EXPRESS.

THE PONY EXPRESS—Was an enterprise started in 1860, by Majors, Russell & Co., of Leavenworth, Kan., to meet the pressing business wants of the Pacific coast. It will be remembered that the usual time made on the mail service, by steamer,

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between New York and San Francisco, was about 26 days. The first *overland* mail—which arrived in San Francisco Oct. 10th, 1858—carried it from St. Louis, Mo., via Los Angeles, in 23 days, 21 hours. The *Pony Express*, which left St. Joseph, Mo., and San Francisco, simultaneously, April 3d, 1860, succeeded in transporting it through safely, on its first trip, in ten days; on its second, in 14 days; third, nine days; fourth, ten days; fifth, nine days; sixth, nine days—a distance of 1,996 miles. This rapid transmission of business correspondence was of great value to business men in those days.

This service, we can readily see, required courage and endurance, as well as enterprise and the expenditure of large sums of money. The moment the ferry boat touched land on the opposite shore, the pony expressman mounted his horse; and by day or by night, in starlight or darkness; whether sun-dried or soaked, snow-covered or frozen; among friends or through foes; be he lonely or merry—onward he hasteneth, until, at the thrice-welcomed station, he leaped from his saddle to rest. Here another was ready—whose horse, like himself, had been waiting, perhaps, without shelter—and with a cheery "Good-night, boys," he galloped off, and was soon lost in the distance. He rides on alone, over prairies and mountains; whether up hill or down; on rough ground or smooth, until he espies in the distance the goal of his hopes, and the station is reached. To tell of the losses of men from the Indians, and of horses and other property, both from volunteers as well as Indians, with the many thrilling adventures of those who participated in this daring enterprise, however interesting, would make too long a recital for these pages. The late James A. Moore, the first "post trader" at Sidney—one of the old pioneers on the plains—was the first *rider* of the pony express, who made the most remarkable ride on record, particularly so, if the condition of the trail and country was considered. "Jim" was at Midway station [south side of the Platte] June 8th, 1860, when a *very important* government dispatch arrived for the Pacific coast. Mounting his pony he left for Julesburg, 140 miles distant, where, on arriving, he met a return dispatch *from* the Pacific, *equally important* [the rider that should have carried the dispatch east had been killed by the Indians the day before]; resting only seven minutes, and, without eating, returned to Midway, making the "*round trip*"—280 miles—in 14 hours and 46 minutes. The dispatch reached Sacramento from St. Joseph, Mo., in eight days, nine hours and 40 minutes.

☞ *That dispatch relieved General Albert Sidney Johnston from the command of the Army of the Pacific, and saved the Coast to the Union.*

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Leaving Sidney—19 miles to Potter, we find about 200 settlers, and a few miles further—an immense population of ——

PRAIRIE DOGS—Their city occupies some thousand or more acres. Their dwellings consist of a little mound, with a hole in the top, from a foot to a foot and a half high, raised by the dirt excavated from their burrows. On the approach of a train, these animals can be seen scampering for their houses; arrived there, they squat on their hams or stand on their hind feet, barking at the train as it passes. Should any one venture too near, down they go into their holes, and the city is silent as the city of the dead.

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It is said that the opening in the top leads to a subterranean chamber connecting with the next dwelling, and so on through the settlement; but this is a mistake, as in most cases a few buckets of water will drown out any one of them. The animal is of a sandy-brown color, and about the size of a large gray squirrel. In their nest, living with the dog, may be found the owl and rattlesnake, though whether they are welcome visitors is quite uncertain. The prairie dogs live on the grasses and roots and is generally fat, and by many, especially the Mexicans, considered good eating, the meat being sweet and tender but rather greasy, unless thoroughly par-boiled. Wolves prey on the little fellows, and they may often be seen sneaking and crawling near a town, where they may by chance pick up an unwary straggler. But the dogs are not easily caught for some one is always looking out for danger, and on the first intimation of trouble the alarm is given and away they all scamper for their holes.

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**Kimball** —[Pop., 500; from Sidney, 47 miles; from Cheyenne, 65 miles; elevation, 4,697 feet].—This station was formerly called "Antelope." Its present name is for the present general manager of the road.

Many of the settlers in this vicinity are engaged in agricultural pursuits and some, it is said, have been successful; but stock-raising is the chief reliance of the settlers in this section of the country, as it is admitted to be the best grassed stock range in the western country.

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CONNECTIONS—Mail hack leaves this station three times a week: north, 15 miles to LORAIN; eight miles to CENTRAPOLIS; six miles to ASHFORD, and 15 miles to GERING.

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Eighteen miles from Kimball and we cross the boundary line between Nebraska and Wyoming, and turning to the left at PINE BLUFFS, 22 miles from Kimball, commence to climb the high table land leaving the valley of Lodge Pole creek far to the right. The old California emigrant road crossed the Platte river near Julesburg, and followed up Lodge Pole to Cheyenne.

Pass—over the Black Hills of Wyoming 40 miles west, and came down on to Laramie plains, near Laramie city.

THE ROCKIES—Passing a number of small stations our train reaches the table lands or high prairie soon after passing the side-track station, named ATKINS, and *then*, if the day be a fair one, the traveler can catch the first glimpse of the Rocky mountains, directly ahead. On the right can be seen the Black hills of Wyoming, stretching their cold dark ruggedness far away to the right—as far as the eye can reach; but the bold, black line—the dark shadow on the horizon, which will soon take tangible shape and reality, but which now seems to bar our way as with a gloomy impenetrable barrier—is the "Great Rocky Mountain Chain," the back-bone of the American continent, though bearing different names in the southern hemisphere. The highest peak which can be seen rising far above that dark line, its white sides gleaming above the general darkness, is Long's peak, one of the highest peaks of the continent. Away to the left rises Pike's peak, its towering crest robed in snow. It is one of those mountains which rank among the loftiest. It is one of Colorado's noted mountains, and on a fair day is plainly visible from this point, 175 miles distant.

Why is it dangerous to take a nap when traveling? Because the train runs over sleepers.

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**Archer**—situated on the high table land, where the cars seldom stop, is eight miles east of Cheyenne, and a little farther on, the cars pass through the *first* snow shed on the Union Pacific road, emerging with Crow creek valley on the left.

After passing through a series of cuts and fills, the track of the Denver Pacific branch of the Union Pacific can be seen on the left side, where it passes over the bluffs, to the south. Directly ahead can be seen, for several miles, the far-famed "Magic City of the Plains," the capital of Wyoming, but we are not going to say one word about Cheyenne until we have brought up the left leg of the Union Pacific from Kansas City—(*Continued on page 119.*)

☞We now return to Julesburg.

**Denver Short Line** — Branch, leaves the main line at Julesburg, and continues up the South Platte river, to Denver, 197 miles. The country for the first 50 miles is occupied exclusively by the stock-raisers, their ranch houses being scattered along the river, on each side. Some have large tracts of land enclosed for a winter range, and side tracks for shipping stock; but the greater number depend entirely on the public range, both winter and summer.

Leaving Julesburg, it is about five miles to the crossing of Lodge Pole creek, opposite which, on the south side of the Platte river, is the site of old

FORT SEDGWICK — It was established May 19, 1864, and abandoned in 1868, nothing remaining, not one stone upon another, to mark the site.

Just here "I could a tale unfold!" Yes, and we will do it, too—simply to enable the reader to contrast the times: The month of December, 1865, was a fearfully cold one; the barracks were built of lumber without plaster on the inside; good summer houses, but as cold as a barn in the winter; the firewood supply got very short, when "proposals" were advertised for 300 cords of soft wood. Only one bid was put in, and that was from Mr. John Hughes, of Denver, who proposed to furnish it for $105 per cord. The contract was awarded to Mr. Hughes, and most of the wood was sent down from Denver on wagons, 200 miles, at a cost of from $55 to $65 per cord for freighting. The cost of the wood in Denver was $20 per cord. Besides this, the contractor was allowed to put in what hard wood he could get at double the price, or $210 per cord, which by many was thought to be a "pretty soft snap." The "hard wood" was obtained in the scrub-oak bluffs of Colorado, 50 miles south of Denver city, and cost no more for transportation than did the pine.

Skirting the river, which at certain seasons abounds in ducks and geese from the mountains to its mouth, the country presents few objects of interest worthy of note, beside the cattle interests already referred to in another place.

**Sterling** — [Pop., 800; from Julesburg, 57 miles; LaSalle, 74 miles; Denver, 120 miles; elevation, 3,920 feet]. —It is a regular meal station on the railroad, the seat of Logan county, Colorado, situated in the midst of the largest and richest tract of bottom land on the Platte river, and Denver Short Line. This tract is about five miles wide, and the portions tributary to Sterling for business are from 15 to 20



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miles in length, on the west side of the river; then, there is a large tract of valuable agricultural land on the south side; also, heavy stock interests on both sides of the river.

Much of the lands on the west side of the river, near Sterling, are under irrigating canals, which have been constructed by the settlers, who take the water from the Platte, a few miles up the river. All the irrigated lands produce bountiful crops of grain and vegetables.

Other tracts are natural meadows, on which a large amount of hay is raised without irrigation.

Sterling has several good brick business blocks, and stores and shops of many kinds, also a newspaper. The depot hotel is the principal one in the town.

The railroad company have machine, round-house and repair-shops located here.

At Sterling the passenger trains from both the east and west meet and pass.

Good schools and a number of churches are here, and well attended; but why need we speak of those? Everybody knows that in Colorado schools and churches are among the first things that command the attention of the settler. He may live in a "dug-out" himself, but he must have a school for his children; then a church.

In times past it was a common occurrence for a party of emigrants to drive out from the Missouri river with teams, select a tract of land, set their wagon beds on the ground to live in, and then all "club together," with their teams and haul logs and build a school house the first thing, when there might not be over a dozen children among the party. Such people never *rust out;* they may be poor, but never thieves. Should they get rich, and they *will*, they never patronize the divorce courts.

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The road traveled in "ye olden times," by the overland stage, emigrants and "Pilgrims," is on the south side of the Platte river from Fort Kearney to Denver. Now the stock-men possess the country almost exclusively.

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CONNECTIONS by rail are Burlington & Cheyenne railroad.

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Leaving Sterling our course is to the southwest for nearly 40 miles, passing several small stations, where the settlers have constructed canals and ditches for irrigating purposes; hay—mostly alfalfa—is the principal crop. Most of the settlers are engaged in stock-raising, and the crops raised are for their own use—for their riding animals.

**Deuel**—[From Sterling, 43 miles; Denver, 97 miles; elevation, 4,263 feet]. Named for Mr. Harry Deuel, the jolly old pioneer ticket agent at Omaha. But why a little station, situated in the sand hills, should be named for Harry, is past comprehension. It's got more *sand* and *grit* than Harry.

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FORT MORGAN—*Now* a thrifty little town of 600 population—*once* a government post—is situated on the south side of the river opposite Deuel, upon the high table land. An irrigating canal enables the settlers to raise good crops of grain and vegetables in in the vicinity.

Connected by hack with Deuel.

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SHERIDAN POWERLESS—Not "Little Phil," but his brother, "Mike." It was in the early spring of 1866. An order had been issued that no less number of persons than 30 should be allowed to pass a government post on the overland road between the Missouri river and Utah, and they must be well organized and armed to resist any Indian attack. At the time named the writer appeared at the post with a party of 28 men and applied for a pass. Capt. (now Colonel) "Mike" refused. Three days passed, no recruits came to our number. Early the following morning, while Capt. "Mike" was *resting* the whole cavalry command *deserted*, taking their horses and equipments, and there were none left to pursue or say them nay. Our "outfit" rolled down the Platte river 25 miles that day, and we have never seen Capt. "Mike" since.

CUT-OFF—At Fort Morgan the old wagon road going west forked, one route keeping along the river via Fremont's orchard, and the other, the CUT-OFF, turned to the left across the country, saving in distance about 20 miles and some bad sand hills. But the water supply was very poor and short. At the time when this route was laid out—in 1861—and opened for travel, the citizens celebrated the event with as much enthusiasm as could now be crowded into a dozen "Fourth of Julys."

Leaving Deuel our direction changes to the northwest, rolling through the sand hills for about ten miles, when we again turn to the west.

If the sky is clear the first glimpse of the Rocky mountains can be had, with Long's peak as the central figure.

Rolling along across a broad stretch of bottom land, which produces a large amount of hay in payment of the labors of a few stock-raisers who live along the road, we come opposite

FREMONT'S ORCHARD—Named for Col. Fremont, the "Path-finder," who visited this region in one of his exploring expeditions.

This "orchard"—before the woodsman's ax played havoc—consisted of a large grove of cottonwood trees, on the south side of the river, back of which are high, sandy bluffs.

From Fort Morgan, the "river road" to Denver kept along the south bank of the Platte to the "orchard," where it was turned over the sand hills by the river washing the base of the perpendicular bluffs. Here the emigrant and freighter experienced similar difficulties, trials and dangers to those at O'Fallon's Bluffs, as the silent graves of many scattered about the orchard can attest.

Crossing the Platte river 34 miles from Deuel, the town of Greeley can be discerned 15 miles away, to the north of west, sitting almost obscured in a grove of trees.

Fifteen miles from the river crossing our train stops at

**LaSalle**—[From Denver, 46 miles; Omaha, 526 miles; Greeley, five miles; Cheyenne, 73 miles; elevation, 4,663 feet].—Is situated at the junction of the "Short Line" and Denver Pacific branch, which runs from Denver to Cheyenne. We shall particularly note this line hereafter, commencing on page 117.

Our train now takes the track of the Denver Pacific branch, and runs parallel with the mountains, affording magnificent views all the way to Denver, 46 miles. The country is thickly settled all along the line. There are several small stations, and much land under cultivation, mostly in alfalfa hay.

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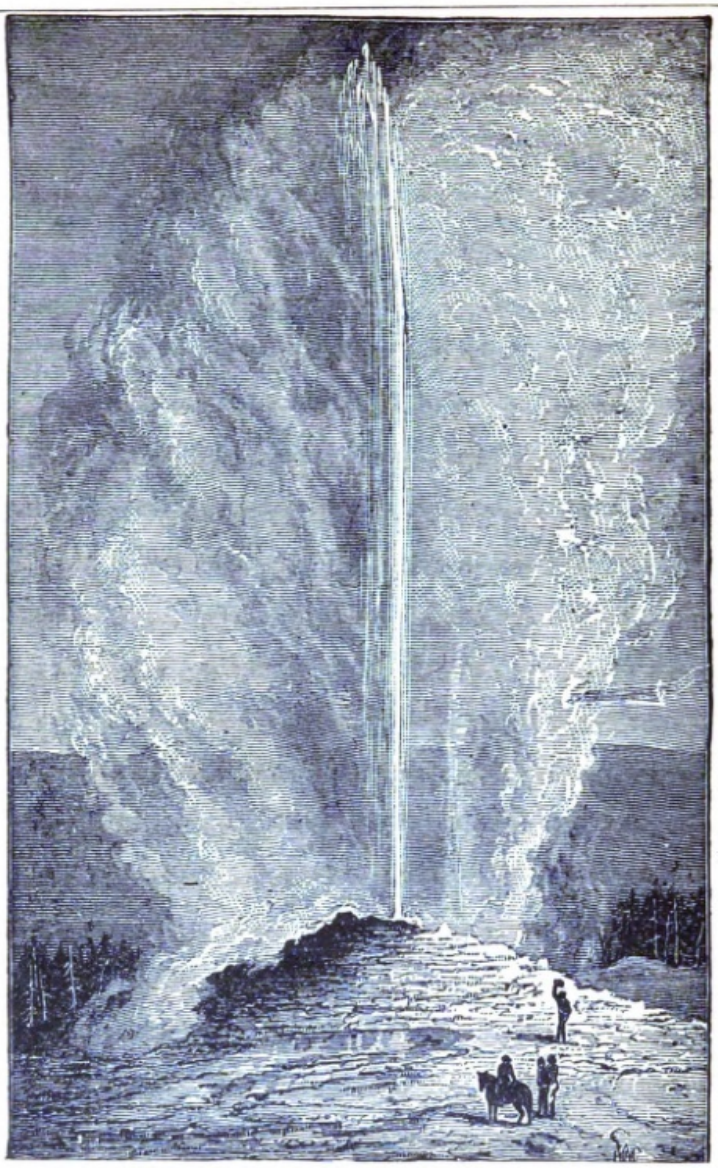

BEE-HIVE GEYSER, YELLOWSTONE NATIONAL PARK.

Five miles before reaching Denver, we cross Sand creek, and the track of the Burlington road. Directly opposite, on the west side of the Platte river, comes down Clear creek from the mountains, at the base of which—see the cloud of smoke?—is Golden, the "Lowell of Colorado."

Proceeding, the Grant and Holden smelters are close on the right, while "Argo," the great Boston and Colorado smelter, can be seen away across the river, on the high land, sending up a cloud of smoke and fire.

Sampling works, iron foundries, machine works, freight yards, flour mills, grain elevators, gas works, lumber and stone yards, etc., etc., are passed in quick succession, when "Denver" is announced, and we stop at the Union depot.

☞When we bring up that *left* leg of the Union Pacific from Kansas City, we will tell you all about Denver, and then take a run over the state of Colorado, noting many of the marvelous works of God and man.

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## KANSAS PACIFIC BRANCH.

**Kansas City** — [Pop., 132,716; elevation 681 feet]. — Is built on and around a series of high bluffs and ravines, on the south bank of the great bend of the Missouri river, just below the mouth of the "Kaw," or Kansas river, in Jackson county, Missouri, the river being the boundary line, at this point, between the states of Missouri and Kansas. Prior to 1849, the place was known as "Westport Landing," but in that year was changed to Kansas City. It then had a population — mostly traders, hunters and trappers — of 300. Its central location has from the first enabled it to control a large trade with the country to the west and the southward, which, since the advent of railroads, has grown to an enormous business. The Missouri Pacific was the *first* railroad completed to Kansas City from the eastward, where it arrived October 1, 1865, since which time *19* roads have arrived from different directions, to bid for and share the business which often taxes their entire combined capacity. As a live stock center—cattle, sheep and hogs, and for slaughtering, packing or shipping—Kansas City has no equal in the western country. The stock yards, beef and pork packing establishments, which are *immense*, are situated on the bottom lands in the western part of the city, south of the Union depot, and are well worth a visit by the traveler.

BOOMER — Kansas City, since 1885, has made a record as a "booming" city, far ahead of any ever made in this country where the business and resources were not stimulated by mineral excitements. In 1885 it claimed a population of about 65,000; *now* nearly *three* times that number. The great number of costly business blocks, palatial hotels, extensive manufactories, cable car lines up, over and around the hills, together with thousands of magnificent private residences, scattered about on the bluffs and in the secluded nooks, are almost incredible—are marvelous! Where now stands the largest and finest depot building in the western country, less than two score years ago stood immense cottonwood and sycamore trees, and thickets of underbrush, and pappooses, and squaws and Indians; it was the Indians' home. He is no longer here; he has gone! Where stood his "teepes" and "pony lodges," are *now* Pullman's palaces on wheels. Where the battle-axe, arrow and scalping knife once did a murderous duty in the adjacent county, *now* runs the plow, the cultivator and reaping machine. Yes! and the blood-stained soil of even a later date, *now* is occupied by a class of the most law abiding and prosperous people. Where once lurked cunning *red* savages, and *white* ruffianism and murder was rampant, now are *schools*, and the twin children of ignorance and scoundrelism have been forever "wiped out." God bless the common schools! they are the germs of true civilization, but their establishment in the west have often been preceded by the civilizing influences of a *vigilance* committee.

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Kansas City is not lacking in modern improvements—cathedrals, churches, schools, opera houses, theatres, board of trade, daily papers, cable and horse railroads, hotels, and electricity in various forms.

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UNION DEPOT—This building is of stone, two stories, and is one of the largest and most conveniently arranged for the business in the western country. It is provided with large waiting rooms for ladies and gentlemen, ticket, telegraph, telephone, express and baggage offices, a large dining room, lunch counter, news stand, baggage check stand, etc., etc., on the first floor. The second story is divided into rooms, and is kept as a hotel, with very good accommodations; charges, $2 per day.

☞This depot is the arriving and departing point for all passenger trains at Kansas City.

KANSAS CITY, Kansas, is situated on the sloping bluffs just across the Kansas river, and might well be called a suburb of Kansas City, Missouri. It is connected by motor cars, has a population of about 38,316, many of whom do business in Kansas City, Missouri, and have their homes here. The city is on a portion of the lands once owned by the Delaware Indians, who sold them in 1842 to the Wyandotte Indians, the remnants of a tribe from the state of Ohio. The lands adjoining the city are in a high state of cultivation, and large orchards of fruit are numerous. The Kansas State Institution for the Blind is located here.

CONNECTIONS—The principal railroad connections at Kansas City with the Pioneer Overland line are: Kansas City, St. Joseph & Council Bluffs; Chicago, Rock Island & Pacific; Chicago, Burlington & Quincy; Wabash Western; Chicago & Alton; Missouri Pacific; Kansas City, Fort Scott & Memphis; Southern Kansas; Atchison, Topeka & Santa Fe; Hannibal & St. Joseph; Chicago, Milwaukee & St. Paul; Burlington & Missouri River; Chicago, Santa Fe & California; Chicago, Kansas & Nebraska, and Kansas City, Wyandotte & Northwestern.

JUST A LITTLE HISTORY—The Kansas Pacific Railway Co. succeeded the Leavenworth, Pawnee & Western, which was incorporated by act of Congress July 1st, 1862. The route then proposed was up the Kansas river, from its mouth to the junction of the Republican, thence north to Kearney station, connecting there, with the Union Pacific. Work commenced at Wyandotte, Kansas, September 1st, 1863. By act of Congress July 2d, 1864, the company acquired additional rights, and again, by amendment of the original act, approved July 3d, 1866, they were authorized to change their route and build westward on the 39th parallel, up the Smoky Hill river to Denver, Colorado, thence to a junction with the Union Pacific at or near Cheyenne, Wyoming.

The road was completed to Denver, August 15th, 1870, and by the purchase of the Denver Pacific, in 1872, to Cheyenne. By a sale in 1879, the whole line passed into the hands of the Union Pacific Railway Co. Distance from Kansas City to Denver, 639 miles; to Cheyenne, 745 miles.

**Come with us!**—All passengers at Kansas City for California, Oregon, Puget Sound and intermediates, via Colorado, Utah, Nevada and Idaho, will step into the Pullman palace cars, or superb coaches of the Kansas Pacific division of the Union Pacific railway, pass through the whole length of Kansas, and over 300 miles in Colorado, through Denver and Greeley, and connect at Cheyenne, Wyoming, with the "overland" train from Omaha.

To note the history and record the prosperity of the Kansas Pacific division, and the country tributary, in the brief space allotted for that purpose in the "Tours", it will be impossible to more than indite a "telegram" of the most important matters, those of the greatest interest to the tourist or emigrant.

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Leaving the Union depot our train soon crosses the Kansas river and the STATE LINE, pass ARMSTRONG at the end of one mile, where are located the machine and repair shops of the Kansas division, and follow along on the west bank of the river, the bottoms of which are wide and covered with trees, with here and there a clearing. The trees consist of red and burr oak, ash, hickory, hackberry, cottonwood and sycamore. On the right the view is obstructed by high bluffs covered with brush or small trees. The stations for the first 37 miles are of little importance.

Stranger creek, is crossed near

**Linwood**—28 miles out, where broad cultivated fields appear. About five miles further the country fairly "spreads itself" and we get a *first view* of the great rolling prairies of Kansas.

**Lawrence Junction**—[From Kansas City, 39 miles; Leavenworth, 32 miles; elevation, 749 feet].—Is a small station where the branch for LEAVENWORTH connects with the main line. This road runs through a section of country the greater portion of which is under a high state of cultivation. There are a number of small stations on the branch—FAIRMONT being the largest, which has a population of 1,600.

**Leavenworth**—[Pop., 20,000].—Is situated on the west bank of the Missouri river; settled in 1854, and is surrounded by a section of country of unsurpassed fertility. Leavenworth has all the metropolitan features of a big city—horse railroads, water works, electricity, a big bridge over the Missouri, six railroads, large Catholic cathedral, and a goodly supply of churches, schools, banks, newspapers, hotels, and small manufactories.

FORT LEAVENWORTH—Is two miles north of the city—established in 1827—and is now the headquarters of the Department of the Missouri.

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RAIL CONNECTIONS—Missouri Pacific; Chicago, Rock Island & Pacific; Kansas City, Wyandotte & Northwestern; Leavenworth, Topeka & Southwestern, and Atchison, Topeka & Santa Fe.

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NARROW GAUGE—Here we find another branch of the Union Pacific—a narrow gauge track—which extends westward 166 miles through a very rich agricultural country, well settled and well tilled.

The principal stations on this line, with their populations and distances between are: VALLEY FALLS—[36 miles from Leavenworth, pop. 50]. HOLTON—[19 miles; pop., 3,000]. CLAY CENTRE—[92 miles; pop., 5,000]. MILTONVALE---[Nine miles; pop., 1,000]. Length of road, 166 miles.

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From Lawrence Junction it is one mile to BISMARK GROVE—fair and pic-nic grounds—and another mile to

**Lawrence**—[Pop., 10,000; from Kansas City, 39 miles; Leavenworth, 34 miles; Topeka, 28 miles; elevation, 763 feet].—The seat of Douglass county; named for the millionaire Lawrences, of Boston, Mass. The city proper is opposite the depot on the south side of the Kansas river, about one mile distant, reached by several fine bridges. It is situated in the midst of the richest and most fertile portion of Kansas, as well as being the most beautiful city in the state. The city has horse railroads and all the modern improvements. Settled in 1854. Raided by Quantrell's band August 21st, 1863, who burned the town, and murdered upwards of 100 unarmed citizens.

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In the southern part of the city is located the State University, on the summit of Mt. Oread, from which point you look upon a very beautiful landscape, dotted in all directions with hundreds of farm houses.

CONNECTIONS by rail are: Southern Kansas and Atchison, Topeka & Santa Fe.

Passing a number of small stations, all surrounded by thrifty settlers, 13 miles from Lawrence, we cross the Grasshopper river, upon which are located a number of flouring mills and small manufactories. The bottoms along the river are well timbered—oak, hickory, elm, ash, soft maple and cottonwood principally. The river unites with the Kansas opposite the old town of Lecompton, of "Lecompton Constitution" notoriety.

**Topeka**—[Pop., 31,000 from Lawrence, 28 miles; Kansas City, 67 miles; elevation, 821 feet].—The capital of the state of Kansas, and the seat of Shawnee county. Here passenger trains stop 20 minutes for meals. The city is situated on the south side of the Kansas river, opposite the station, one mile distant, and is reached by a substantial bridge, traversed by street cars, as well as a "bus" line and teams. The county is the richest and the lands the most fertile in the state.

THE CAPITAL—Is a fine building, built of what is called in this country "Junction City marble," a white magnesian limestone found in many places in the state. It can be quarried in blocks from ten to 12 tons in weight, and when fresh from the quarry is very easy to saw. The capital cost $400,000.

CONNECTIONS by rail are: Atchison, Topeka & Santa Fe; Missouri Pacific and Chicago, Kansas & Nebraska railroads.

Kansas has an area of 52,053,520 acres, of which 18,000,000 are unimproved, awaiting settlers. Price of land from $1.25 for wild, to $50 per acre for improved. It has a school fund of over $2,000,000, and increasing. Two normal schools for educating teachers, the University at Lawrence and the Agricultural College at Manhattan.

On the lines of the Kansas division of the Union Pacific there are 112 grain elevators with a storage capacity of 3,853,696 bushels, and 68 flouring mills with 234 run of stone; capacity, 5,780 barrels per day. Kansas is a prohibition state, and its people are noted for their enterprise and public spirit.

**St. Mary's**—[Pop., 2,800; from Topeka, 15 miles].—Is an important place in some respects. The Jesuit Fathers visited this place nearly 50 years ago and established mission schools among the Indians. More recently they erected here large educational institutions. One for females is known as "The Seminary of the Sacred Heart." The building is to the north of the railroad, is of brick with stone trimmings, 100 feet front and four stories in height, completed in 1871. The college for males is adjoining, and can accommodate 1,300 students.

The country is thickly settled around about. Corn is the principal crop, though much wheat and vegetables are raised.

**Wamego**—[Pop., 1,850; from St. Mary's, 13 miles].—Is the next place of any importance. It is a thrifty town, situated in the midst of a section of country well watered by small streams, very fertile and thickly settled.

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Passing ST. GEORGE, another growing town of about 700 settlers, we cross the Blue river, and stop at

**Manhattan**—[Pop., 3,100; from Wamego, 15 miles; elevation 957 feet]. Is the seat of Riley county. Settled in 1854 by a colony of Ohio "pilgrims," who purchased a small steamboat at Cincinnati, steamed down the Ohio river, and up the Mississippi, Missouri and Kansas rivers to this place, where they settled in what was then a wild Indian country, living on their boat until buildings could be erected. The evidences of their enterprise and thrift can be seen on all sides.

THE AGRICULTURAL COLLEGE of the state of Kansas, and a kind of experimental farm, is located at Manhattan. Congress, in its benevolent wisdom, endowed this college with a land grant of 81,000 acres, most of which has been sold, realizing nearly half a million of dollars. The institution has 400 acres fenced and cultivated; the greater portion is in vines and orchards of fruit of different varieties.

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CONNECTIONS—As noted heretofore under "Valley," the Union Pacific branch reaches Manhattan, from Valley station, on the main line in Nebraska, passing through Valparaiso, Lincoln, Beatrice and Marysville; distance, 190 miles.

Other roads are: Atchison, Topeka & Santa Fe, and Chicago, Kansas Nebraska railroads

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The little town of Ogdensburg is reached in 11 miles, and one of some historic interest in the annals of the state, as being the place where the *first* territorial legislature, convened by Gov. Reeder, met to "save the country."

The place was settled in 1856.

FORT RILEY—Is both a railroad station and a government post, five miles beyond Ogdensburg. The station is for the fort, which is situated to the right, upon a high plateau; established in 1852, in latitude 39° north, 96° 30′ west. The post was first known as "Camp Center," being situated in the geographical center of the United States. The post is the headquarters of the Seventh cavalry, Col. J. W. Foresyth, commanding, and is garrisoned by troops A, B, C, D, G, I, L, and M.

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**Junction City**—[Pop., 5,000; from Fort Riley, four miles; Kansas city, 139 miles; elevation, 1,021 feet.]—Is the seat of Davis county, situated at the junction of the Smoky and Republican rivers, which form the Kansas; it is surrounded by lands of great fertility, are thickly settled and highly cultivated. The city has the usual number of stores, shops, hotels, etc., found in a place of its size, and is gradually accumulating wealth. The Junction City marble quarries, heretofore referred to, are located just to the north, under the bluffs.

The Smoky Hill river comes in from the southward, and will be on our left for the next 47 miles—to Salina.

The valley of the Republican is one of the richest and most productive in the state of Kansas. History runneth not back to the date of its *first* settlement by the Indians, but it does to the time when they numbered many thousands. It was their homestead, his last rendezvous in the state, to retain which he fought the white man long and bitterly, but with the usual result; the Indian had to *go*. He went! Where *once* roamed his "pony herd" in thousands, *now* can be counted the dwellings of his successors in equal numbers; where once the Indian's beef (buffalo)

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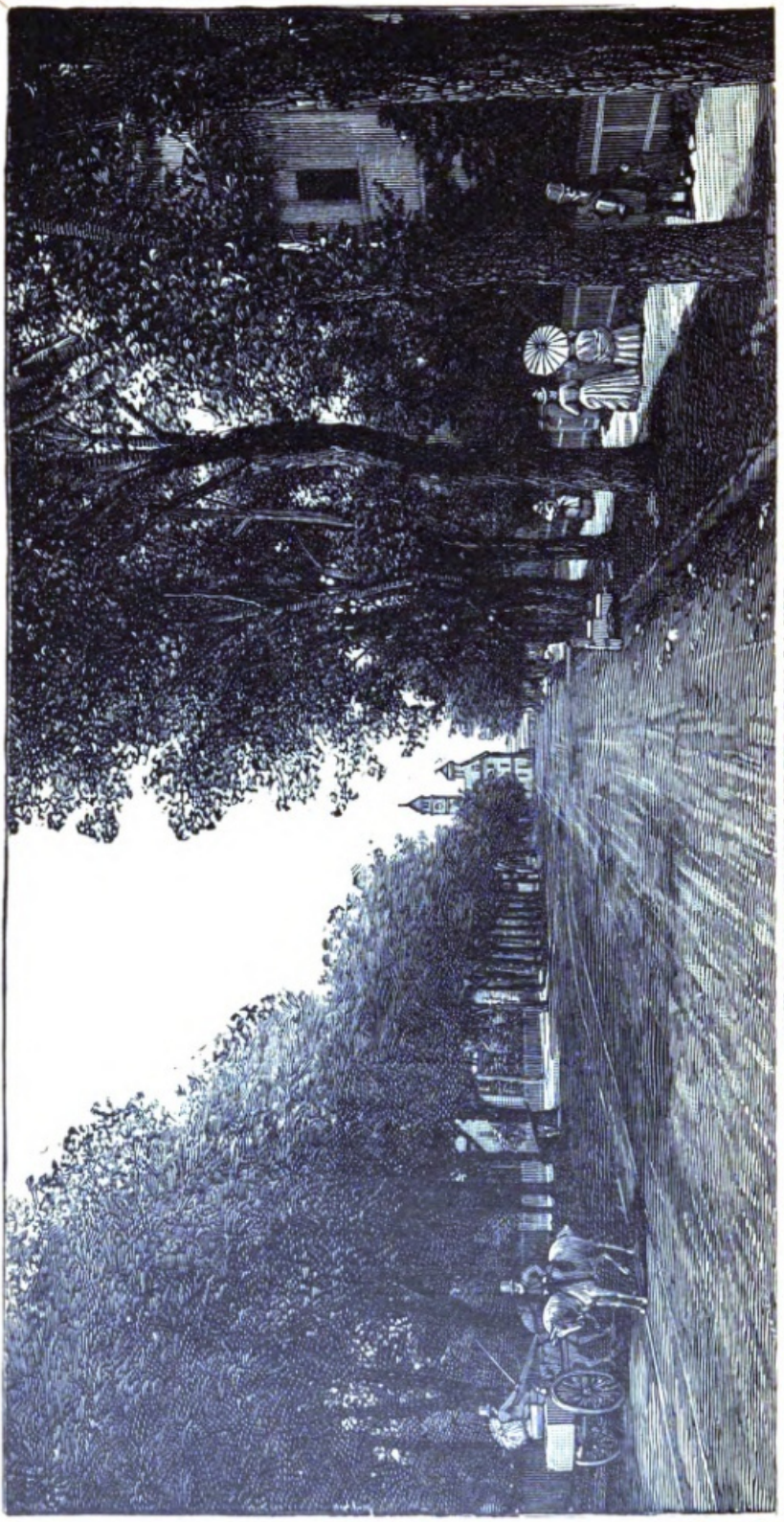

VIEW OF FOURTEENTH STREET FROM LA VETA PLACE.

ranged in untold millions, now range the white man's beef, cattle and sheep. The buffalo has gone! went with the Indians. Will the time ever come when the "successors" will be succeeded by a stronger and more enlightened race? Will they, in turn, ever be driven out and exterminated?

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CONNECTIONS—The Junction City & Fort Kearney branch of the Union Pacific turns to the northwest from Junction City, and runs up the Republican valley. The principal towns on the line, distances apart, and populations, are: From Junction City to CLYDE, 56 miles; pop., 2,150; CONCORDIA, from Clyde, 15 miles; pop., 4,000; BELLEVILLE, from Lawrenceburg, the junction station, eight miles; pop., 4,300. Besides the above, there are ten stations, many of which have populations of from 200 to 400.

ALSO connects with the Missouri Pacific railway.

After leaving Junction City for the west, a peculiar rock formation is noticeable on the right, along the summit of the bluffs, resembling a long line of fortifications.

Another item we record for the benefit of the sportsman: Feathered game in great abundance is found on the prairies and along the rivers and small streams in Kansas, such as prairie chicken, quail, ducks, geese, snipe, plover, swans, cranes, pelican, and many other varieties.

**Abilene**—[Pop., 4,300; from Junction City, 24 miles; from Kansas City, 163 miles; elevation, 1,093 feet].—Is the seat of Dickinson county, a regular meal station for some trains, and one of the best on the line.

Wheat and corn are the principal staples in this vicinity, yet all kinds of small grain and vegetables are raised and yield bounteously.

This station was the first cattle shipping point on the Kansas Pacific railway, it being the most convenient station to reach by stockmen driving over the "Texas trail" from the south where most of the cattle, received at Kansas City and other northern markets, were raised.

From 1867 to 1870 the number of cattle loaded on the cars, at this station each year, was from 75,000 to 150,000 head; but as the agriculturists crowded *in*, the cattle were crowded *out*, and we will find the stock range now far to the westward.

We are now in what is called the "golden belt," so named for the wonderful adaptability of the soil for raising wheat and other small grains. These "belt" lands, it is claimed, commence near Junction City, and extend beyond Ellis—about 200 miles in length. Wheat is the principal crop, and comprises about one-half of all the productions.

Several years ago we noted a number of fields of wheat, near Abilene, of 1,000 acres each, one of 3,000, and one of 3,500.

Some years ago the settlers commenced planting trees and there are now to be seen many fine orchards of fruit in the vicinity.

CONNECTIONS by rail are: Atchison, Topeka & Santa Fe and Chicago, Kansas & Nebraska railroads.

**Solomon**—[Pop, 2,100; from Abilene, nine miles; elevation, 1,111 feet]. Is situated near the junction of Solomon and Smoky Hill rivers, in the midst of a fine agricultural section of country. Corn and wheat are the principal staples.

CONNECTIONS by rail are: Solomon branch of Union Pacific runs up the valley of the Solomon river, to the northwest, 57 miles to BELOIT, an agricultural town of about 2,000 population. MINNEAPOLIS, the largest place on the branch, is 23 miles from Solomon, and contains a population of 2,300—agriculturists. ALSO connect with Atchison, Topeka & Santa Fe and Chicago Kansas & Nebraska railroads.

Leaving Solomon and crossing the river of the same name, we soon reach an elevated plain, dotted in all directions with the neat little cottage homes of the settlers who are principally engaged in raising wheat and corn. NEW CAMBRIA is a thifty little town of 250 citizens, eight miles west.

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**Salina**—[Pop., 6,500; from Kansas City, 186 miles; elevation, 1,163 feet]. Is the seat of Salina county; settled in 1858. The surroundings are principally agricultural—wheat, corn, hay and general farm products. There are a few small herds of cattle and sheep in the county, and some extensive quarries of gypsum and fire and potters' clay; also several salt springs that are being volatilized for the production of salt; cottonwood, oak, ash, elm and box-elder, skirt all the streams. Farmers are planting black walnuts in large quantities. The town contains several large grain elevators, large business blocks, hotels, newspapers and stores and shops of all kinds. The Salina river is crossed just before reaching Salina.

CONNECTIONS by rail are: Salina branch of the Union Pacific runs south, 36 miles to MCPHERSON, a thrifty town of about 2,500 population. It is situated on the line of the Atchison, Topeka & Santa Fe; Chicago, Kansas & Nebraska, and the Missouri Pacific railways. The next largest town on the line is LINDSBORG; it is situated on the Smoky Hill river, and the Missouri Pacific railway, 21 miles south from Salina and contains a population of about 1,000, mostly agriculturists.

LINCOLN branch of the Union Pacific was completed about the first of December, 1888. It follows up the Salina valley, northwest, to WALDO, 72 miles, thence westward to PLAINVILLE, ZURICH, MILLBROOK, HOXIE to COLBY, 205 miles. At Colby, a branch runs southeast, connecting at OAKLEY, 22 miles, with the main line. The Lincoln branch parallels the main line for the whole distance from 20 to 35 miles distant, running through the counties of Salina, Lincoln, Russell, Rooks, Graham, Sheridan and Thomas; the productions are principally wheat and corn.

ALSO connect at Salina with Missouri Pacific; Chicago, Kansas & Nebraska, and Atchison, Topeka & Santa Fe railroads.

All along the rivers and streams in their region are belts of timber, consisting of oak, hackberry, elm, mulberry and cottonwood.

**Brookville**—[Pop., 900; from Salina, 15 miles; elevation, 1,286 feet]. Here are located the usual railroad repair shops of a division. The town is situated on the high rolling prairie, surrounded by settlers, mostly engaged in raising wheat and corn.

Passing a number of small stations including FORT HARKER, where a government post was located in 1867—now abandoned—we reach.

**Ellsworth**—[Pop., 2,000; from Brookville, 22 miles; elevation, 1,471 feet]. It is the seat of Ellsworth county, situated on the north bend of the Smoky Hill river; settled in 1867. This was for many years a great shipping point for cattle, but the advent of the farmers has crowded the cattle-men—*further west*. The town has some large stone business blocks, a good hotel, and many fine buildings. The large grain elevator is an evidence that wheat has taken the place of cattle.

Passing a number of small stations, chief of which is WILSON'S—[Pop., 1,000], situated on the high rolling prairie surrounded with wheat growers, who *do not* grumble at their yield of grain per acre. Some claim 50 bushels. Near Bunker Hill, a place settled in 1871, by a colony from Ohio, are salt springs, lime quarries, coal, mineral paint and pottery clay.

**Russell**—[Pop., 1,800; from Ellsworth, 40 miles; elevation 1,765 feet.]—Is the seat of Russell county, settled in 1871, by a colony from Ripon, Wisconsin. It is situated about four miles south of the south bend of Salina river surrounded by rich lands, well settled and cultivated.

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CONNECTIONS—Mail hack three times a week to the northwest, FAY, 12 miles; FAIRPORT, five miles further. Also to the northeast, WOODVILLE five miles; thence northwest, 16 miles, to PARADISE, and nine miles to TAPLEY.

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The Victoria colony is located 16 miles west of Russell. Established by the late Mr. George Grant, a wealthy Scotchman, who bought 30,000 acres of the railroad lands, sold a portion to the colony settlers and retained a large estate for himself. The lands have a rich soil, are easy to cultivate, and produce an abundant harvest.

The town and vicinity contains a population of about 1,200, the comfortable homes dotting the landscape in every direction, surrounded by well-tilled fields, horses, cattle and sheep.

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**Hays**—[Pop, 1,350; from Russell 26 miles; elevation, 1,936 feet].—Is the seat of Ellis county, named for the government post established here in 1867, situated about half a mile south, on a high plateau.

The citizens and settlers in the vicinity of Hays are mostly farmers. The county is well watered by the Smoky, Big Creek and the Salina; the land is rolling, of a dark rich loam, and is said to be perfection for farming purposes. Good building stone is abundant, and belts of timber line all along the rivers and small streams.

FORT HAYS—Is the headquarters of the 18th Infantry. Col. J. E. Yard, commanding, and garrisoned by B, D, and H companies.

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CONNECTIONS—Mail hack: North six times a week, to MARTIN, 16 miles; PAINSVILLE, 10 miles, and STOCKTON, 15 miles. Also, northeast to CATHERINE, nine miles, twice a week. To the southeast six miles to MUNJOR, and 14 miles to PHEIFER, 14 miles, three times a week. Southwest 12 miles to PALATINE, thence west 12 miles to STOCKBRIDGE.

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**Ellis**—[Pop., 1,150; from Hays, 14 miles; from Kansas City, 303 miles; elevation, 2,056 feet].—Is a regular meal station for all passenger trains, and the meals are *above* the average. Here the railroad company have the usual shops of a division—machine and repair shops. Next, after Abilene was abandoned as a cattle shipping point, came Ellis, and the agriculturists also came, have settled, have been successful, and the cattle-men have about all taken Philosopher Greeley's advice—gone west.

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CONNECTIONS—Mail hack for the north, to MENDOTA, 13 miles; AMBOY, seven miles; CRESSON, three and a half miles; thence northwest to HEBER, eight miles; thence northeast to NICODEMUS, eight miles, and west from CRESSON to FARGO, ten miles, three times a week.

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**Wa-Keeney**—[Pop., 550; from Ellis, 18 miles; elevation, 2,391 feet] Is another agricultural town, wheat being the principal crop.

The railroad company have a very large depot building here; it is 100 x 30 feet, 32 feet high, surmounted by a tower 50 feet in height.

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CONNECTIONS—Mail hack: North to HAPPY, 12 miles, and MILLBROOK, 11 miles, six times a week. South to WILCOX, 16 miles; CYRUS, seven miles, and SOUTHWEST, six miles, three times a week.

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Leaving Wa-Keeney, there is little to note; emigrants are coming into the country, securing farms, building homes and raising wheat, vegetables, etc. Some are making a success of broom-corn, but all are crowding the cattle-men, but we will find them yet.

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CONNECTIONS—At BUFFALO PARK, 29 miles, a mail hack runs south 13½ miles to SLOYE, three times a week.

At GRAINFIELD, six miles, a mail hack runs north to HOXIE six times a week; also south to GOODWATER, nine miles; JEROME, six miles; FARNSWORTH, seven miles, and DIGHTON, 16 miles, six times a week.

At OAKLEY, 21 miles, the Oakley & Colby branch of the Union Pacific turns to the northwest, and reaches COLBY in 22 miles, where connections are made with the Lincoln branch from Salina.

At Oakley, a mail leaves for the south, to CABBELL, 13 miles, and ELKADER, 11 miles, once a week.

At WINONA, 21 miles, a mail leaves to the northwest, for KUKA, 15 miles, twice a week.

At WINONA a mail hack leaves to the southeast for RUSSELL SPRINGS, 13 miles, six times a week.

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**Wallace**—[Pop., 300; from Wa-Keeney, 99 miles; Denver, 219 miles; elevation, 3,286 feet].—Is the seat of Wallace county, situated on the Smoky Hill river, and a rolling prairie, two miles northwest of FORT WALLACE, which was established here in 1866.

For some trains Wallace is a regular meal station; is the end of a division, where the railroad company have machine and repair shops, and the usual buildings for officers.

☞Time changes at this place from "central" to "western." If your watch is central, or Chicago time, it will be one hour too fast here.

Wallace is well provided with stores, hotels, banks, schools, churches and a newspaper. It has many latent resources, one of which is its stone quarries. With as good stone as Colorado, and over 200 miles shorter rail haul, why should train-loads of stone pass through Wallace for the east?

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STOCK-RAISING—We have seen the stock-men at Abilene, then crowded along out to Ellis, and finally to Wallace, and even here, the demon of the plow and scythe pursues them. There are a few farmers scattered over the lands in this vicinity, but we are about at the western limit of their present operations.

For some distance we have been on the border of the public cattle range, as evidenced in places of immense yards, chutes and side-tracks for the accommodation of the "cattle kings."

The gradual march of the agriculturists on the trail of the stock-raisers in this country, argues a success for the invaders. The crowding process so peacefully followed will continue, and the time is not far distant when the common range east of the Rocky mountains will be a thing of the past.

The stock-raisers of the future in these United States will need to own their own ranges, fence them, provide winter feed and keep less stock. The "round ups" and professional "cow punchers," will only appear in history and "yellow covers."

The day when a few men can range from 20,000 to 150,000 head of cattle each over millions of acres of the public domain, is past. We fail to see *why* the farmer, lumberman and miner should be required to pay the government for lands, and then be taxed upon them, when the stock-raisers can monopolize the whole grazing country and pay never a cent.

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CONNECTIONS—Mail hack leaves to the southeast for COCAVNE, 18 miles; thence east to WILKINSON, five miles, six times a week.

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From Wallace it is nine miles to the new station of SHARON SPRINGS, named for a famous spring in the vicinity; eight miles to MONOTONY, very appropriately named, and 15 miles to ARAPAHOE, where we leave Kansas and enter the state of Colorado.

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**Cheyenne Wells**—ten miles west of Arapahoe, is in the cattle range, but is not a very pop'ılous station. For some trains it is a regular meal station.

CONNECTIONS—A mail hack connects for BURLINGTON, 35 miles north, six times a week. A second line parallels the first, but a few miles further west, for BELOIT, 26 miles; ORANOLA, 11 miles; TUTTLE, 15 miles; FRIEND, 17 miles, six times a week.

**First View**—[From Cheyenne Wells, 11 miles; Kansas City, 473 miles; Denver, 166 miles; elevation, 4,561 feet].—Here, if the sky be clear, passengers from the east obtain their *first* view of the Rocky mountains, 184 miles distant from their base, and those from the west their *last* view. Pike's peak, the highest peak in view, is directly west.

**Kit Carson**—[From First View, 14 miles; elevation, 4,273 feet].—Named for the famous trapper and guide of that name, and somewhat noted as being the place where the Grand Duke Alexis of Russia tarried to hunt buffalo, in January, 1872. It was a *big hunt*, and it is said that the Duke killed 40 of the noble animals. And, by the way, we have been in the old buffalo range for the last 250 miles, but for the last 12 years none have been seen—they left with the Indians.

Kit Carson is situated on the Big Sandy river near the junction of Horse creek.

From this station, southeast 27 miles, is Chivington, named for Col. Chivington, who, in 1864, had a "little unpleasantness" with the Indians, resulting in over 400 of them departing this life for the "sweet-by-and-by."

**Mirage**—Is reached, after passing several *other* small stations, 39 miles from Kit Carson. It is named from that curious phenomenon the mirage, (*mirazh*), which has often been witnessed in this vicinity.

In 1860-8, the toil-worn immigrant, when urging his weary team across the cheerless desert, has often had his heart lightened by the sight of clear, running streams, waving trees and broad, green meadows, which appeared to be but a little distance away. Often has the unwary traveler turned aside from his true course and followed the vision for weary miles, only to learn that he has followed a phantom, a will-o'-the-wisp.

What causes these optical delusions no one can tell, at least we never heard of a satisfactory reason being given for the appearance of the phenomenon. We have seen the green fields, the leafy trees and the running waters; we have seen them all near by, as bright and beautiful as though they really existed, where they appeared, too, in the midst of desolation, and we have seen them vanish at our approach. Who knows how many luckless travelers have followed these visions until, overcome with thirst and heat, they laid down to die on the burning sands, far from the cooling shade of the trees they might never reach; far from the music of running waters, which they might hear no more.

Now, as onward we go, reclining on the soft cushions of the elegant palace car, (20, 30, 40 miles an hour, rolling over the once trackless prairie) we scarcely give a thought to those who in early days traversed this country parallel with our road, only 20 or 30 miles to the northward, and suffered so fearfully while crossing it, and perchance their bones were left to bleach and whiten on the scorching sands. How changed!

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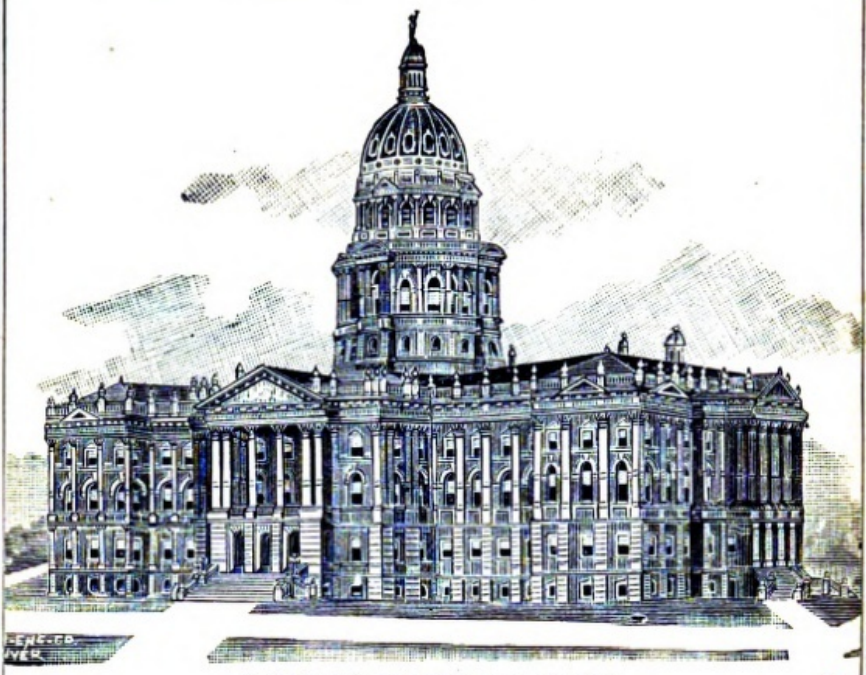

THE CAPITOL OF COLORADO, DENVER.

**Hugo**—[From Mirage, nine miles; Denver, 104 miles; elevation, 5,027 feet].—Named for Mr. Hugo Richards, a Colorado pioneer. Until recently this was a regular meal station, but the eating house has been removed elsewhere. It will long be remembered by the old-timers.

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CATTLE RANGE—As we are now in the center of the great cattle range of the west it may be well to crack what to some may be an old chestnut—to the many, news.

At this point we are in the midst of the finest grazing lands in the western country, or the world. They are about 200 miles in width from east to west, and 400 miles in length, watered by numerous rivers, small streams and springs. On this mammoth pasture ground range at will millions of cattle, sheep and horses the year round, without being fed with hay or grain, and receive only such care as will prevent them from straying beyond reach.

The gramma, or "bunch" grass, is the most nutritious grass grown, and seems peculiar to this western country, being wholly unknown in the eastern states or the old world. It grows from five to 12 inches high, and is always green at the roots, winter and summer. During the fall the dry atmosphere cures the standing grass as effectually as though cut and prepared for hay. Its nutritive qualities remain uninjured, and the stock thrive equally well on the dry feed.

In the winter, what snow falls is very dry, unlike that which falls in more humid climates. It may cover the ground to the depth of a few inches, but the stock readily remove it, reaching the grass without trouble. Then again, the snow does not stick to the sides of the cattle and horses, and melt there, chilling them through, but its dryness causes it to roll off, leaving their hair dry.

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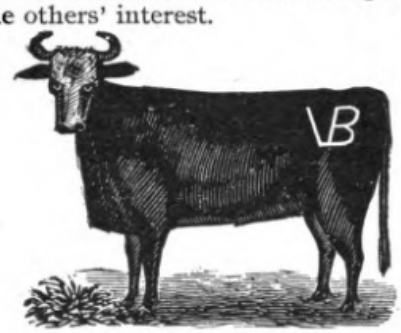
In some portions of this great stock range a kind of white sage and grease-wood grows luxuriantly, on which cattle and sheep thrive in connection with the grasses.

No drouths which have been experienced on this range have ever seriously affected the pasturage, owing to the peculiar qualities of the grasses indigenous to the country. So with storms; it has seldom happened that any are experienced that cause loss, and none ever do when the stock is properly cared for.

On these ranges it is common for stock of many owners to range together, and a system of brands has been adopted by the association of stock-raisers and recorded with the county clerk in the section of country where the herds belong. The recording of the brand is a protection against theft and loss by straying, as each stock-man knows the brands in use on his range, and each endeavors to protect the others' interest.




DURBIN, ORR & CO.—Cattle branded \B; also, some of them \B, and horses the same. Post office, Cheyenne, W. T. Range, Bear Creek.

"ROUND UP"—One of the most important and interesting features of the stock-raising business is the "round up." In the "free and easy" manner of raising cattle on the broad western plains, where the owner may not see one-half of his herd for six months at a time, it may be imagined that the restless cattle scatter almost from "Dan to Beersheba," and that extra effort is necessary when they are finally collected by the regular spring "round up." Companies of herders are organized to "ride the range," to scour certain sections of the country, and bring every animal to a grand focal point, no matter to whom that animal may belong, or what its condition may be. The old-fashioned "husking bee," "'possum hunt," or "training day," is vastly outdone by this grand revelry of the herders.

Mounted on their fleetest "cow ponies," the cowboys scatter out in all directions, gather in "everything that wears horns," and at night may have the property of a score of owners in one immense excited herd. Then, while a cordon of herders hold the animals together, representatives of the different "brands" ride into the herd, single out the animals, one by one, and drive them off to be branded or marketed. Moving along, day after day the scene is repeated, until the whole pasture country has been visited, and every breeder has had an opportunity to take an inventory of his stock. Of course the "boys" camp out, wagons follow the herd with provisions and blankets; the "round up" season, from beginning to end, being one of mirth and frolic, as well as of work.

Paddy's description of a fiddle can't be beat: "It was the shape of a turkey and the size of a goose; I turned it over on it's back, and rubbed it's belly with a crooked stick, and oh! Saint Patrick, how it squealed."



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**Cedar Point**—Eight miles from Hugo, is the highest point on the line of road, being 5,695 feet above the level of the sea.

We have now all down grade, with only a few feet exceptions, all the way to the city of Denver—104 miles. In this distance a number of small stations is passed, and many small streams, with cattle on more than a thousand hills.

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The mountain views while approaching Denver are very grand. If the day be clear Pike's peak can be seen 75 miles to the left; Long's peak, 70 miles to the right, and Gray's peak, directly in front, all set like jewels in the crest of the great "snowy range" of the Rocky mountains.

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Again our train rattles along the Platte river, the hum of busy life is on all sides, and in front, the

UNION DEPOT—Denver. This depot is a spacious stone structure, 503 feet in length by 65 feet in width, two stories, with a tower 165 feet high, built of lava stone from Castle Rock, with trimmings from the quarries at Morrison and Manitou.

The first floor is devoted to waiting-rooms for ladies and gentlemen, ticket, telegraph, telephone, express and baggage rooms, news, baggage check and lunch stands, barber shop, and "sample" room, besides a large dining-room where excellent meals are served at all reasonable hours at 50 cents.

The second floor is used at *present* for railroad offices; but we understand it is soon to be changed and fitted for hotel purposes.

The entire building is thoroughly ventilated, heated by steam, lighted by electricity and gas, and has a thorough police system of its own. The entire management of the depot and grounds is under the vigilant care of Col. Trufant.

"WHERE TO GO?"—is usually the first question to be decided by a traveler on arriving for the first time and desiring to stop over at any point.

The hotels in Denver number three score and ten; boarding-houses and "rooms to rent," much more numerous.

The principal hotels (rated by charges) are the Albany, Windsor, American, Metripole and St. James—charges, from $3 to $5 per day. The Markham, Victor, Brunswick, Inter-Ocean, and many others from $1.50 to $2.50 per day. Boarding-house charges from $5 to $15 per week. Furnished rooms from $8 to $35 per month. Of restaurants, there are scores, from five cent lunch counter stools to—*palaces*.

HOW TO GO.—Street cars leave from the southern entrance of the depot for all parts of the city, passing all the principal hotels. By inquiring of the street car dispatcher he will put you on the proper car to reach any point desired. Public carriages can always be hired near the same entrance, also the Transfer Co.'s "busses" and wagons.

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**Denver—of Old**—Has a "phenomenal" history, and as romantic as real:

The first settlement was made November 1, 1858. West Denver was laid out three days later, and on the 6th, less than 200 citizens held a meeting and elected a delegate to Congress, and on the 8th mounted him on the back of a broncho, and started him for the "states"—Washington—to get the "Pike's peak gold mines"

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set apart from Kansas as a separate territory. The struggle for existence commenced in 1861. The mines were reported "played out;" the war divided the people; the grasshoppers hopped onto and devoured everything green; fire laid waste half the city, to be followed by a great flood sweeping out much that remained; then came the Indian war of 1864, cutting off supplies from the east, and all mail communications; murdered emigrants, burned ranches and smouldering ruins covered the route for 600 miles between Denver and the Missouri river. Every citizen was under arms, and block-houses for defense were hurriedly erected in all the exposed parts of the city. As if not enough to crush out the last spark of vitality in the citizens, came the announcement: "The Union Pacific railroad is building up Pole creek." This was leaving Denver over 100 miles south of the trans-continental line, and as Mr. Durant said, "*It's too dead to bury.*" This was a *crushing blow*, and many abandoned the town, leaving their all, and joined the army of railroad camp followers or contractors. (The writer was one of the last named, having "swapped" 160 acres of land, of what is now an addition to the city of Denver, for two yoke of oxen, and the Indians stole the oxen.) But that "crushing blow" *did not crush;* in fact it was the *life* of Denver. Those who could not get away, having large investments, and finding the trans-continental railroad would not come to them, resolved to go to it. The citizens immediately went to work and raised $400,000 by subscription, then voted county bonds for $500,000 more. Soon "dirt began to fly" on the railroad graded to Cheyenne. The turning point was reached and *passed*, and we have now to glance at the

**Denver of To-day** — Is the capital of the state of Colorado, the commercial center. [Pop., 107,000.] From a beggar on a broncho in 1858, it can now send its senators and representatives to Washington by six different palace car lines via the Missouri river, and one via Fort Worth and the Gulf of Mexico. It has smelting works and manufactories of all kinds. It has public buildings, cathedrals, churches and schools, unsurpassed in any eastern city of double its age. It has the finest opera house and well-appointed hotels. Its street car system is complete. Its artesian water supply *has no equal in the world*, being taken from God's reservoir by over 300 wells, from 380 to 1,160 feet beneath the city, and is as pure as crystal.

Denver is the seat of Arapahoe county, 14 miles east in a direct line, from the base of the Rocky mountains, at the junction of the South Platte river and Cherry creek; elevation 5,224 feet above sea level. It is a city of brick and stone, almost exclusively. In many of the large business blocks (several eight stories in height) iron is used, and the buildings are very costly and substantial, and provided with all the modern improvements. The streets are broad, the sidewalks are paved with large flagstones and bordered with shade trees, sustained and nourished by streams of pure mountain water, which is distributed through ditches and gutters, running parallel with the sidewalks.

The Chamber of Commerce and Board of Trade building is situated on the corner of Lawrence and Fourteenth streets. The association was organized in 1884, built their building, and have since been very active workers for the advancement of the best interests of Denver, and have succeeded in a remarkable degree.

Dar's many a lie on a tombstone.

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In secret orders, lodges, clans, associations and societies, Denver is fully represented.

Denver is a port-of-entry, where the greater portion of foreign goods that are sold in Colorado by the jobbing merchants of the state arrive direct in bond.

The marvelous growth of this city, the preponderence of fine residences, and the great number of people one meets, who are apparently are people of leisure, often leads to the query: "How do all these people live?" To some extent we have answered this question before. The great majority live on their money *in bank*. There are thousands of families of independent means living in Denver, of which some member first came here for health, was relieved and returned home to be again prostrated. They again returned, were again relieved, and their faith in the health-giving climate of Colorado fully established. This state of facts resulted in the packing up and gathering together of their household goods and gods, and the establishment of permanent homes in Colorado. There are hundreds of fine private residences in and around Denver that have been built within the last ten years by men of wealth as *homes*, that cost from $15,000 to $50,000, and furnished with all the luxuries that money can buy. Great numbers of these residences are owned by those who have made their fortunes in the mines, and after leading nomadic lives of want and exposure for years have settled down to enjoy life.

The Alpine view from Denver, of the great Rocky mountain chain, extending north and south for 200 miles with Long's peak to the north, Pike's peak to the south, and the "dome of the continent," Gray's peak, in the center is most exquisite! Supplement the picture with the beautiful buttes, foot-hills and the rolling prairies, 600 miles wide to the eastward, and the magnificent landscape is complete. Should we include the substantials, the refined society, beautiful drives, abundance of the necessities of life, economy of living, and above all, the delightful health-giving climate of Colorado to the list of attractions, they would answer the query, often propounded, "What has built up—what sustains Denver?"

The advantages above enumerated are only a few that could be named. As a distributing point, its central location must ever command the trade and traffic of the numerous mining and agricultural towns, both in the mountains and valleys. Its wonderful, almost unlimited railroad advantages, is another marvel. *Denver, to-day, is the terminus of more railroads, with but two exceptions, than any city, town or village in the world. Sixteen* is the number *now*, to which can be added within the next 18 months, two more. These 16 railroads are all separate and distinct organizations, running regular trains.

The newspapers and miscellaneous publications number 33. The *News*, *Republican*, *Times* and the *Sun*, appear daily. The *Graphic*, *Farmer*, *Journal*, *Herald*, *Celt*, *Enquirer* and *Republican* are weekly papers. The *Field and Farm* is also a weekly, and one of the best, if not the best, publication of the kind in the west.

The "*Great Divide*" is a monthly publication—an enterprise recently inaugurated at Denver with great success. It is devoted to literature of a distinctively western character, and already holds a high position among the monthly magazines of the country. Denver may confidently be looked forward to as the literary center of the Rocky Mountain region as well as its metropolis.

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**Colorado**—its GENERAL FEATURES.—It is not our purpose to enter into a very minute description of this remarkable state; although one of the youngest in the American Union, it possesses nearly all the natural advantages of her older sisters, while in many respects she stands forth pre-eminently superior to any of them, and to the world at large.

WHAT IS CLAIMED—

The most healthful climate.

The grandest parks and mountain scenery.

The grandest and deepest cañon in the world.

The largest coal vein and coal deposits in the known world.

The greatest number of developed ore-producing mines.

The greatest number of mine locations.

The greatest number of medicinal and mineral springs.

The largest substantial city of its age in the world.

The most abundant water power; mill-sites and dam-sites are numberless.

The highest mountain ranges, peaks and parks in the Union, and the source of the greatest number of large rivers.

The largest, most abundant, and greatest variety of game, feathered and haired, as well as the most numerous streams stocked with the finest trout.

*Finally*—The most accessible Alpine country for tourists and health seekers from the most populous states of America, and the cheapest.

Colorado was admitted as a state July 4, 1876, just 100 years after the Declaration of Independence, from which fact it is known as the "Centennial" state. It is situated between the 37th and 41st degrees of north latitude and the 25th and 32d meridians of longitude west from Washington, containing 103,012 square miles, about one-third of which is prairie lands, lying east of the base of the Rocky mountains; the other two-thirds are mountainous, with parks and small valleys sandwiched in between the mountain ranges.

CLIMATE AND HEALTH—The climate is dry and very healthy; diseases common in the older states are unknown here. Pulmonary complaints—if not too deep seated—are either eradicated from the system of invalids who resort to this country, or the disease becomes so modified that the sufferer enjoys a marked improvement in health. Within the last few years numerous hot springs have been discovered in various parts of the state which are claimed to possess great medicinal qualities, particularly for the cure of rheumatism and kindred diseases.

IRRIGATION—Is very generally resorted to throughout the state for agricultural purposes. There are a great number of canals that take the water from the streams near the mountains, and conduct it to points from 25 to 100 miles away, from which great numbers of laterals or small ditches conduct the water over the fields of the farmers, thus insuring good crops, as irrigation is necessary on nearly all tillable land in the state.

FARM PRODUCTS—Wheat yields from 30 to 40 bushels to the acre. Oats, rye, barley and small grain generally, yield good crops; corn, in the southern counties and some parts of Boulder, Larimer and Weld counties, make fair returns. Potatoes are exceptionally fine all over the state. All vegetables do well, and

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melons yield abundantly. Many kinds of berries are raised successfully. Alfalfa makes three crops a year, or eight tons to the acre.

Apples, of late years, have been in the markets from home orchards.

COAL—The yield of coal in the state for 1887 amounted to 2,500,000 tons.

Prof. Hayden, late U. S. geologist, claims that 100,000 square miles of Colorado is underlaid with coal. Of this extent it is estimated 30,000 square miles of the coal deposits have an average thickness of 25 feet. By the usual method of estimating coal in places this gives a total of over 836,000,000,000 tons. At the present Pennsylvania rate of production, it will take nearly 14,000 years to mine out the coal in the state of Colorado.

IRON—Large quantities of iron ore of good quality are often found in connection with the coal deposits. One deposit is 90 per cent. iron, almost pure metal. Steel rails are now made from this iron at the Bessemer works, near Pueblo.

PRECIOUS METALS—Gold, silver, copper and lead are the principal mineral productions of the state, and are found principally in the most mountainous portions of the state.

PLACER MINING—once quite profitable, is now almost entirely abandoned.

QUARTZ MINING—has grown to enormous proportions of late, and stamp mills and smelting furnaces are scattered all over the state.

Besides the ore treated in the state thousands of carloads are shipped annually to eastern and foreign markets.

VIM, VIGOR AND PUSH—In a zigzag tour, covering over 4,000 miles in Colorado, we found people from all parts of the world scattered all over the state, in new towns and camps, valleys and glens, on mountains and plains, and beside healing waters and "babbling brooks"—prospecting, mining, farming, stock-raising, building roads and bridges, smelting works and mills, erecting large business blocks, selling "corner lots," publishing newspapers and prosecuting all kinds of business enterprises, with a *vim vigor* and *push* that said—"this country is good enough for us. We came to stay."

TREASURES "CROP OUT."—On one of our tours in Hinsdale county, we were shown a mountain, one side of which had been cut away by the action of the waters in past ages, leaving it perpendicular and in places overhanging to the height of over 1,000 feet, a number of veins of mineral cropping out from the side in well-defined bodies, some of which can be traced along the cliff for miles, and can be seen for miles away. Pieces from these ore veins have been picked up at the base of the cliff which assayed over $100 to the ton in silver and a large per cent. of lead. The location of these ore bodies is well known in the country, but as they are all the way from 400 to 1,000 feet high, in a perpendicular cliff, inaccessable to a wingless mortal, they have not been "staked" or recorded. Another reason is, the mountains are full of mines, "laying about loose," that are rich, more easy of access and nearer railroad facilities.

MOUNTAIN SCENERY—The grandest mountains and mountain scenery is found in Colorado. The highest peaks rise, snow-clad,

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HANGING ROCK—CLEAR CREEK CAÑON, COLORADO.

SEE SIDE TOUR NO. 1—*Page 59.*



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proudly and defiantly in the clear blue sky; their gray sides and white crests being visible in the clear atmosphere for many, ah! hundreds of miles away.

In the pure air of this country, peaks and elevated objects are visible for a great distance, so great indeed as to seem incredible to those who have never been in these regions and seen with their own eyes. Mt. Blanca is the highest peak in Colorado—14,464 feet out of 41 that range about 14,000 feet.

The Alps, storied monuments of poetic legendary fame, cannot compare with these mountains in scenes of sublime beauty and awful grandeur. Here all the vast scene is before you; the pure air brings the distant mountains within one's vision, as though anxious that the whole grand beauty of the scene should be visible at one and the same time. The mind drinks in the inspiration of the glorious vision at one draught, and filled with awe, wonder and admiration, the bounding heart almost stands still, while the eager eyes gaze on the grandest panorama in nature. From the top of Gray's peak, a morning scene of glorious beauty is unfolded to the visitor, such as one rarely sees in any clime, for nature in her wildest moods, has never excelled her handiwork in the almost boundless view spread out in every direction.

From Alpine summits the tourist's gaze extends over one petty kingdom, to rest upon another; here the eye fails to reach the full extent of Colorado, and the far horizon closes in the scene by dropping an airy curtain, whose fleecy fringes rest on mountain peaks and vast plains in far distant portions of the same fair state.

SNOWY RANGE—or the continental divide—extends north and south through Colorado about equal distances from east to west, rears far heavenward its serried peaks, from the east side of which the waters of numberless springs and the melting snows ripple softly away as though afraid to venture on their long journey to the Atlantic ocean. On the other side the scene is repeated, only the waters reach the Pacific ocean on the west side of the continent. This "divide" is the apex, the center of the Rocky mountain range, the crowning peak of that backbone, whose iron ribs are represented by the many spurs that branch away in earnest support of the whole grand mountain system. From this "divide" range on range, gorge after gorge can be seen, interspersed with rugged peaks, which lend a peculiar wildness to the scene. Far away to the east lies the vast grayish expanse of plains, looking like some great ocean, its breast unstirred by the passing breeze, or rippled by a single prow; nearer still, along the streams as they tumble through the foothills, along the bordering mountains, nestling in the hollow and between the brown heights lie minature prairies—patches of green—on which the sun falls in folds of glorious light, enveloping them in a flood of golden beauty. Small and insignificant as they appear when compared with the vast sea of plains beyond, they are really large valleys, in which are found the best grazing and dairying lands in the state.

PARKS—There are other valleys as seen from the mountain tops which prove on entering them to be both wide and long. They are known as the NORTH, MIDDLE, SOUTH and SAN LUIS PARKS. Each is a great central park or valley in itself, shut out from its neighbors by dividing ridges of rugged mountains, the only entrances being along the numerous water-courses, which have their origin in the valleys and surrounding peaks, and cut

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their way through their prison walls while passing to the sea. The extent of these parks vary, the largest being about 80 miles long with an average width of 20 miles. The smallest of the number will not exceed 30 miles in length, with a width of about ten miles. The MIDDLE lies on the Pacific side of the "backbone," while the others rest on the Atlantic, their altitude being from 7,000 to 10,000 feet above the level of the sea. They are, in fact, great upland basins, the reservoirs of the debris which for centuries have washed down the mountain sides. Their soil is fertile, yielding wild grasses in abundance, furnishing food for vast herds of cattle, sheep and game. In some of these valleys fine crops of wheat, oats, potatoes and hay grow successfully. In Europe or New England, were such valleys found at such an altitude and in similar latitude, they would be worthless, barren wastes, probably regions of perpetual ice and snow; but here, settlers make their homes, raise some kinds of grain and vegetables for markets, cut hay and graze their cattle in summer on the abundant natural grasses, read the newspapers, vote the straight ticket, and are generally happy.

FINALLY—Coloradoans, as a class, are working and reading people, always busy, with no place for drones. Emigrants are received by old settlers and treated as friends, until they are found unworthy. The same might be said of business men and tourists. To all wage-workers and salaried persons, we would say: There is always work, of some kind, in Colorado for all those who honestly seek it, but they will need to make a name for honesty, sobriety and reliability when the door will be opened, to attain any position and salary that their abilities will warrant. The temptations to a new comer in a new country are always great, and not more or less so in Colorado than in any of the frontier states, and success in all callings is assured to those who avoid them.

RATE OF WAGES PAID IN COLORADO.—For the benefit of those who contemplate emigrating to Colorado, we have taken much pains to ascertain and compile a list of wages paid for services, covering nearly every occupation in the state. In this task we have been aided materially by the Leadville *Herald-Democrat.*

| | |
|---|---|
| **ASSAYERS—per month.** | |
| Best men | $125 to $175 |
| Helpers | 50 to 100 |
| Boys | 20 to 40 |
| **BARBERS—per week.** | |
| Good hands | 18 to 20 |
| Commission hands, 60 per cent. | |
| ***BRICK AND STONE MASONS.** | |
| Wages vary—$4 to $6 per day. | |
| **BARTENDERS.** | |
| Per month | $75 to $100 |
| **BUTCHERS—per day.** | |
| Slaughterers | $3.50 to $4 |
| Meat cutters | 3.00 to 4 |
| **CHARCOAL—per month (and board).** | |
| Teamsters | $40 to $50 |
| Kiln men | 50 to 60 |
| Choppers, $1 per cord. | |
| ***CIGAR MAKERS.** | |
| Per 1000 moulds | $10 |
| " " hand-made | 15 to 16 |
| ***CARPENTERS—per day.** | |
| Best men | $4.00 to $4.50 |
| Ordinary | 3.50 to 4.00 |
| **CLERKS.** | |
| Per month | $80 to $100 |
| Drug clerks | 75 to 100 |
| ***DRESSMAKERS—per week.** | |
| Best hands | 20 |
| Ordinary | 8 to 9 |
| **GAMBLERS—per day.** | |
| Day faro dealers | $6.00 |
| Night faro dealers | 7.50 |
| Employes, other games | 4.00 to 6.00 |
| **GAS WORKERS—per month.** | |
| Stokers | $100 to $110 |
| Fitters | 90 to 100 |
| **HARNESS MAKERS—per week.** | |
| Good makers | $16 to $20 |
| Saddlers | 24 to 36 |
| **HOTEL EMPLOYES—per month.** | |
| Clerks | $30 to $100 |
| Stewards | 50 to 125 |
| Cooks | 30 to 100 |
| Washers, etc | 20 to 30 |
| Waiters | 15 to 30 |
| Chambermaids | 20 to 30 |
| Laundresses | 25 to 30 |
| Porters and bell boys | 15 to 30 |
| (Includes board and lodging.) | |
| **JEWELERS AND WATCHMAKERS.** | |
| Best men, per week | $30 to $35 |
| **LAUNDRIES—per day.** | |
| Starchers | $2.00 to $3.00 |
| Polishers, etc | 1.50 to 2.50 |
| Washers | 1.50 to 2.00 |
| **LIVERY STABLES—per month.** | |
| Hostlers | $50 to $60 |
| Boy | 20 to 40 |

*Indicates a demand.

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MINE EMPLOYES—per month.

| | |
|---|---|
| Managers | $250 to 1,000 |
| Superintendents | 100 to 500 |
| Foremen | 125 to 250 |
| Shift bosses | 100 to 150 |
| Engineers | 100 to 150 |
| Carpenters | 100 to 125 |
| Timbermen | 90 to 120 |
| Assayers | 125 to 300 |
| Miners | 80 to 90 |
| Surface men | 75 to 80 |

In wet mines, $4.00 per day, 8 hours.

MILLINERS — per week..... $10 to $20

MACHINISTS—per day.

| | |
|---|---|
| Machinists | $4.00 to $4.25 |
| Boiler makers | 4.00 to 4.50 |
| Blacksmiths | 4.00 to 4.25 |
| Blacksmith helpers | 3.00 |
| Laborers | 2.50 to 3.00 |
| Moulders | 4.00 to 4.50 |
| Turners | 4.00 |
| Apprentices | 1.00 to 1.75 |
| Foremen | 5.00 |
| Bookkeepers | 3.00 to 4.00 |

NEWSPAPERS—per week.

| | |
|---|---|
| Editors | $30 to $50 |
| Reporters | 25 to 30 |
| Solicitors | 25 to 50 |
| Collectors | 15 to 20 |
| Bookkeepers | 20 to 25 |
| Circulators | 15 to 25 |
| Carriers | 5 to 8 |
| Job printers | 26 |
| Job foremen | 28 to 30 |

Compositors, per 1000, 45 to 50c.

| | |
|---|---|
| Foreman morning paper | 30 |
| Foreman evening paper. | 28 |
| Pressmen | 20 to 25 |
| Pressfeeders | 10 to 15 |
| Apprentices | 5 to 6 |
| Binders | 15 to 20 |

ORE HAULERS—per day.

| | |
|---|---|
| Teamsters | $2.50 to $3.00 |

Contract price from 50c. to $3 per ton; depends on distance and state of roads.

PLUMBERS, ETC.—per day.

| | |
|---|---|
| Ditching | $2.50 to $2.75 |
| Teamsters | 3.00 |
| Foremen | 3.75 to 4.00 |
| Bookkeepers | 3.00 to 4.00 |
| Man and team | 8.00 |
| Plumbers | 3.50 to 4.50 |
| Gasfitters | 3.00 to 3.50 |

PAPER HANGERS—per day.

| | |
|---|---|
| Decorators | $3.50 to $4.00 |
| Ordinary hanging | 3.50 |

PAINTERS—per day.

| | |
|---|---|
| Outside men | $3.00 to $3.50 |
| Inside men | 3.00 to 3.50 |
| Grainers | 3.00 to 4.00 |
| Wagon work | 3.00 to 3.50 |
| Signs, per foot | 35c. to 1.50 |

Job painting, 20c. per sq. foot for two coats. Calcimining 6c. to 8c. per sq. yard.

PHOTOGRAPHERS—per week.

| | |
|---|---|
| Printers | $10 to $15 |
| Re-touchers | 20 to 40 |
| Operators | 20 to 30 |
| Reception room, ladies... | 7 to 10 |

PLASTERERS—per day.

| | |
|---|---|
| Good hands | $4.00 to $6.50 |

PHYSICIANS—

| | |
|---|---|
| Ordinary advice | $2.00 |
| Vaccination | 1.00 |
| Day visit in city | 3.00 |
| Night " " | 5.00 |
| Consultations with attending physicians | 10.00 |
| Mileage, out of city | 2.00 |
| Surgical operations from | $50 to $500 |

RAILROAD EMPLOYES—per month.

| | |
|---|---|
| Office clerks | $ 75 to $125 |
| Check clerks | 65 to 75 |
| Warehousemen | 50 to 60 |
| Watchmen | 50 to 60 |
| Conductors | 100 |
| Brakemen | 60 to 70 |
| Switchmen | 60 to 70 |
| Loc. engineers | 100 to 150 |
| Loc. firemen | 75 to 110 |
| Dispatchers | 100 to 150 |
| Section foremen | 60 to 70 |
| " hands | 45 to 50 |
| Carpenters | 75 to 80 |
| Bridge builders | 75 to 80 |
| Car repairers | 65 to 75 |
| Inspectors | 65 to 75 |
| Machinists | 75 to 110 |

*SERVANTS (board and room) — per month.

| | |
|---|---|
| General housework | $25 to $40 |
| Woman cook | 35 to 50 |

SAW-MILLS—per month.

| | |
|---|---|
| Loggers, and board | $45 |
| Engineers, and board | 60 to 75 |
| Ratchet men, and board | 65 to 75 |
| Teamsters, and board | 40 |

Head sawyers, $4.00 per day.

SMELTER EMPLOYES—per day.

| | |
|---|---|
| Feeders | $4.00 |
| Furnace men | 4.00 |
| Charge weighers | 3.50 |
| " wheelers | 3.50 |
| Slag-pot pullers | 2.50 |
| Shift bosses | 4.00 |
| Samplers | 2.50 |
| Roustabouts | 2.50 |
| Yard men | 2.50 |
| Teamsters | 2.50 |

SCHOOL TEACHERS—per month.

| | |
|---|---|
| Sup't in city | $100 to $180 |
| Principals | 80 |
| Primary | 80 |
| Intermediate | 70 |

SHOEMAKERS can earn from $20 to $25 per week.

SURVEYORS—per day.

| | |
|---|---|
| Transit men | $5.00 |
| Chain men | 3.00 |
| Surveying city lots | 6.00 |
| Surveying mining location | 10.00 to 25.00 |
| Surveying experts | 25.00 |

TINNERS—per week.

| | |
|---|---|
| Good men | $18 to $20 |

By job, laying tin roof, from $7.00 to $8.50 per sq. yard.

TAILORS—per week.

| | |
|---|---|
| Journeymen | $25 to $35 |
| Scale wages | 20 |

Most of the work is done by the piece at an agreed scale of prices.

WAGONMAKERS—$2.50 to $3.00 per day.

CITY LABORERS—$1.50 to $2.00 per day.

COAL MINERS—60c. to 80c. per ton.

GULCH MINERS—$2.00 to $3.00 per day.

CATTLE AND SHEEP HERDERS—$25 to $35 and board.

COACHMEN—$15 to $30 and board.

OFFICE BOYS—$3.00 to $6.00 per week.

*FARM HANDS—$25 to $35 per month and board.

DINING-ROOM GIRLS—$20 to $30 per month.

* Indicates a demand.

Bragging men only need to look into quiet, cool and determined eyes to get weak in the knees! They are cowards!

Big braggarts sometimes find their way into mining camps, but their stay is short. "Put up or shut up" is a requirement that must be met.

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# SIDE TOURS IN COLORADO.

**Side Tour No. 1**—From DENVER to CLEAR CREEK CAÑON, CENTRAL CITY, IDAHO SPRINGS, GEORGETOWN, MIDDLE PARK and GRAY'S PEAK.

The only rail route that can be taken to these places is via the (narrow gauge) COLORADO CENTRAL, branch of the Union Pacific railway.

There are two regular passenger trains, each way, daily; one at 8 o'clock a. m., the other at 3 o'clock p. m. The morning train is the best to take.

Sometimes OBSERVATION CARS are attached to the train, affording wider and more comprehensive views than can be obtained from the car windows of the little cars.

Leaving the depot our train moves northward, passing gas-works, elevators, machine shops and manufactories, a half mile to the bridge over the Platte river. Soon we commence to climb the rolling prairie and in two miles ARGO is passed, where are located the Boston & Colorado Smelting works, owned principally by Ex-Senator Hill.

Half a mile further a beautiful view can be had of Denver, which lies to the southeast, embowered in shade trees, with scores of churches, private residences, large commercial buildings and extensive manufactories standing forth in marked prominence. To the south is the range of the "Plum creek divide," beyond which, a little further to the westward, can be seen Pike's peak, *peaking up* far above all other surroundings. The Platte river and valley are close in the eastern foreground, beyond which are the broad plains, limitless apparently to the eye, while in the western background are the Rocky mountains, the base of which is near, but the peaks and the range from north to south are only bounded by the horizon.

Proceeding a short distance further, the valley of Clear creek appears suddenly to our vision. It is one of the most fertile in the state. The soil is rich, black loam, mixed with just enough fine sand to make it warm and quick to give life to cereals or roots. For the production of all kinds of vegetables Clear creek valley is noted.

Descending into the valley we cross the bridge over Clear creek and run along on its west bank to ARVADA, a small hamlet, seven miles from Denver.

Nearly opposite Arvada, to the south three miles, that big building is the Catholic college.

Our course is now directly west toward the mountains, crossing Ralston creek and many irrigating canals---for be it known, these lands have all to be irrigated to be certain of raising a good crop---to the base of the Table mountains.

These huge "Tables," the outposts or giant sentinels of the Rocky mountains, are 1,000 feet in height, nearly round, flat on top, well grassed, and at one time must have been one unbroken range enclosing a great basin above, where is now the site of Golden. Clear creek must have been *very busy* for a great many years to have cut such a tremendous chasm as the one we are now entering. Rolling along past smelting, sampling and concentrating

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works, several manufactories and the railroad company's machine shops, we reach GOLDEN, the "Lowell" of Colorado, 15 miles from Denver.

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**Golden**—[Pop., 2,624].—Is the seat of Jefferson county; was first settled in 1859. Has important advantages as a manufacturing city from the abundance of water power afforded by Clear creek, which comes tumbling down the mountains, bisecting the town, giving power to a score or more of mills and manufactories of different kinds. In early days the placer mines along the creek and in the vicinity supported the place, when these gave out coal mining and manufacturing took their place.

The State School of Mines is located here—a noble structure for the purpose. The number of students in attendance is large and increasing, while the facilities afforded them for improvement and advancement, in theory and practice, are not equaled by those of any like institution in America.

The county and public buildings, business blocks, church and school buildings, are very generally of brick with stone facings. Two weekly newspapers—the *Globe* and Gen. George West's *Transcript*—are published here. The hotels are numerous, but not notable. Water is conducted along both sides of the streets, and the trees bordering the walks add much to the beauty and comfort of the city.

Leaving Golden our course is westward, directly for the mountains, which rise over 2,000 feet above our road, showing no entrance only an impenetrable Gibraltar, against which our little engine seemed destined to butt; yet on it goes on a perfect tangent, straight for the towering bulwark, but just as it appears the crash must come, with no means of escape on either hand, the engine, with one long, loud blast of defiance, dodges to the left and skirts its very base directly for the river, but far above. The prospects now presented seem favorable for a bath, with the entire train and passengers for company. We near the brink, the waters thundering far below; another blast, another whirl (this time to the right) and we are rolling around the brink of a precipice; another whirl, and our train is running back upon itself, having circled the mountain finger thrust out, as it were, to bar its progress.

We are now in the mouth of the cañon, and the huge fingers of the mountain are thrust out on each side, interlocking like the fingers of the hands.

We follow the creek in its tortuous course—in places far above—and then on a level with its banks, beside perpendicular cliffs and beneath overhanging walls 1,000 or more feet in height. The whole scene changes with every revolution of the wheels, and to be sure not to miss any grand views, one must keep alert and watchful all the time.

From four to six miles above the mouth of the cañon, placer claims were worked in 1859-60, but they have long since been abandoned.

In those days the beavers did to the creek what many citizens living below are doing to-day.

Eight miles brings our train to the first stopping place, BEAVER BROOK, named from a small stream, coming in on the left, down a narrow cañon, up which, six miles distant, is located a saw-mill in a perfect forest of timber. The scenery at this point is grand—the

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mountains are fully 1,000 feet above the road, on either hand, and covered in places with a dense growth of young pine and spruce trees, presenting an appearance as wild, picturesque and romantic as one could wish.

Leaving the station our road makes a 30-degree curve to the right, up a grade of 272 feet to the mile *under* a projecting spur of the mountain, which rises 1,500 feet *above* our train, while the creek is close on the right, and thundering along down its narrow rocky bed.

ELK CREEK, a side track for passing trains, is reached one mile above Beaver Brook, and we continue climbing up, up, between towering mountain cliffs, in places clothed with evergreen, pine, cedar and spruce trees, with shrubs of various kinds, until we reach a point three miles above Elk creek, where the walls on the west side of the creek slope away, and our train rolls past BIG HILL. Here the old Mt. Vernon wagon road comes down the mountain from the left, the grade of which in places is 34 feet to 100 feet. This road leaves the valley about two miles south of Golden, and after climbing the mountains via Mt. Vernon cañon to an altitude of 8,000 feet, descends this "hill" and runs up the north branch of Clear creek to Black Hawk and Central. Many of the mills and the machinery used in these mountains, in early days before the railroad, were hauled over this road, and where the grades were the steepest, the wagons were eased down by ropes secured by a turn or two around huge pine trees beside the road. We remember the time where it took ten men, besides their teams, *nine days*, to lower down this hill one boiler, the weight of which was a little over seven tons. Those who grumble at the railroad, please take notice: The wagon road is still there—*try* it.

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**Forks Creek**—[Eight miles from Golden; elevation, 6,880 feet].—Is the junction of North and South Clear creek. Here our train is divided. The route for Georgetown turns to the left, across the bridge, while that for Black Hawk and Central keeps to the right. As we have always had a *desire* to do right, we will keep to the right a while longer, and note the result.

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From this point to Black Hawk [seven miles]—and we might include that portion from Floyd Hill to Georgetown, on the South Fork—nearly every foot of the creek bed has been dug over time and again, by miners in search of gold. Dams in many places have turned the waters of the creek through flumes, first on one side of its bed, then on the other, and the greater portion of the earth from surface to bed rock, from one side of the gulch to the other, has been dug and washed over by white men, and when given up by them has been "jumped" by the Chinese companies, many of whose people can now be seen daily washing and working these old "placer diggings" over again.

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Two miles above the Forks is

**Cottonwood**—A side-track—a milk ranch and a water tank. *How convenient!*

Nearly opposite this station Russell gulch comes down, up which are located the old placer mines, so noted in 1859.

A close observer of the working along the creek will get some idea of the methods adopted in gulch or placer mining.

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After passing the ruins of several old mills, by looking away up the mountain side on the left, can be seen the railroad track over which our train will soon be climbing *en-route* to Central City.

It is the "switch-back;" observe it well. It is, to say the least, an evidence of what engineering skill can accomplish.

Passing several quartz mills, samplers and ruins of abandoned works we cross the creek to the west bank and stop at

**Black Hawk**—[Pop., 2,000; altitude, 8,032 feet].—Gold in paying quantities was first discovered in this county at this place, by John H. Gregory, May 6, 1859. During the summer the great rush of gold-seekers commenced in earnest and the mountains were overrun with prospectors, every day bringing reports of rich placer diggings or quartz discoveries.

Here the buildings, mills, churches, stores and residences are sandwiched in between the gulches, ravines, mines, rocks and projecting mountain crags in the most irregular manner.

Quartz mills are numerous in and around Black Hawk; the rattling of their descending stamps night and day speaks in thunder tones of the great wealth of this mountain country, one of the immense treasure chambers of the American continent.

All the citizens are engaged in mining directly or indirectly.

A transfer stage connects at Black Hawk for Central, one and a half miles distant; fare, 25 cents; by rail it is four miles.

Leaving Black Hawk we start on our zig-zag tour to Central, on the route above named. The ride is one of great interest. After proceeding half a mile up North Clear creek our train stops, the switch is turned and back it goes, but not on the same track. It is climbing the world at a rapid rate; now it is directly *over* the city, then on the steep mountain side beyond; then thunders over high bridges that span deep and fearful chasms, and stops at the end of two miles, on the brink of a precipice 400 feet above the same road up which it came within the hour, quite near enough to reach with a sling and stone. Again forward and again climbing, now the track runs parallel with the other two, but each far above the other. Soon the train rounds the mountain spur opposite Black Hawk, but 300 feet above, then bears away to the westward, heading off deep ravines or crossing them on high bridges, over streets lined on each side with mills, stores and residences, the homes of the citizens. The views of scenery are the most varied and surprising; the changes are rapid and wonderful as those of the kaleidoscope, yet with all the scenic beauty of this western country within the reach of all, many of our people never visit them, but sigh for a tour to foreign lands. A few more revolutions of the wheels and the train is at

**Central City**—[Pop., 3,400; from Denver, 39 miles; elevation, 8,503 feet; 471 feet higher than Black Hawk].—The seat of Gilpin county. The *Register-Call*, a daily and weekly newspaper, enlightens the citizens on the news of the day, while the Teller and American hotels provide accommodations for the traveling public. Central has three banks, many quartz mills, numerous churches and schools, an opera house, and some fine private residences. The latter are scattered around about the hills, rocks, stumps and prospect holes, in the most irregular order. Central is the trading centre, for an extensive chain of mining camps or "diggings," which number from 20 to 500 inhabitants.

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The ore veins of Gilpin county are all true fissures, and there are many shafts down to the depth of 700 to 2,000 feet. The people are generally prosperous—some rich—and the money has been made here. The froth, scum and driftwood of civilization incidental to mining camps have long since floated away to "new diggings," leaving a substantial class of citizens, any one of whom will tell you, with the greatest confidence, "Gilpin county is good enough for me!"

The character of the gold ores are free-milling white quartz, and surface dirt.

THE GILPIN COUNTY TRAM RAILWAY—a two-foot gauge 12 miles in length—runs from a connection with the "Central," near Black Hawk—around the mountains to all the principal ore-producing mines—hauling coal, timber, lumber, ore, etc., to and from the mines, mills, and railroad.

CONNECTIONS—Mail hack: South, IDAHO SPRINGS, seven miles, fare $1, six times a week; to the north, ROLLINSVILLE, 12 miles, fare $2; NEDERLAND, four miles, fare $2.50; CARIBOU, five miles, fare $3, six times a week.

We will now return to the Forks, take the Georgetown train, cross the bridge and follow up South Clear creek. Soon the train arrives at a narrow gorge and a sharp curve in the road and creek, where one of those huge fingers of the mountain projects out, reaching over to within 200 feet of its tall brother on the opposite side of the creek; and as the train passes *under* this overhanging cliff, we enter a natural amphitheater of immense proportions. The mountain rises over 2,000 feet above the stream, which is here compressed to a rapid torrent, thundering at its very base. The space between these towering walls is barely sufficient for the creek and road; in some places the road-bed had to be blasted out of the mountain side. The scenery here and for the next few miles is very impressive.

About three miles above the forks the road curves to the right into the widening of the cañon, opposite the base of Floyd hill, down which comes the old wagon road from Bergens township. On our way up several old deserted mills are passed, and we will probably see some work in the placer diggings along the creek.

**Idaho Springs**—[Pop., 3,500; from Forks, eight miles; Denver, 37 miles; Georgetown, 13 miles; elevation, 7,543].—Is in Clear creek country, in a beautiful little park nearly two miles long and half a mile in width, the lands gently sloping southward. The streets are broad, beside which are rows of planted trees (watered by sparkling streams), thrifty and beautiful.

The city contains a number of good business blocks, two concentrating, one sampling and one stamp mill, a bank, stores of all kinds, good churches and schools, several hotels—chief of which is the Springs house—two weekly newspapers, the *Gazette* and *News*. In fact, here can be found all the modern improvements, and in late years more than ordinary thrift.

In April, 1859, gold was discovered in paying quantities on what is known now as Chicago creek, a small stream that comes down from the south, opposite Idaho; but these placer diggings were soon worked out, and then came the search for quartz mines, the result of which has made this county one of the most noted in the mountains as a gold and silver-producing region.

Numerous quartz mills and many rich lodes are situated near Idaho. The veins are all true fissure, traversing a granite forma-

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tion and carrying gold, silver, copper and lead ores. Many of these mines have in the past, and are at the present time, yielding an enormous amount of wealth.

Idaho for its hot and cold mineral springs has become noted as a health and pleasure resort.

It is claimed the waters contain rare medicinal properties, and are nearly identical in chemical ingredients and temperature with the celebrated Carlsbad waters of Germany. However that may be, they have become renowned and are visited by tourists and many citizens of Colorado annually.

Prof. Pohel gives the following as the analysis of the water in proportion to the gallon:

| | |
|---|---|
| Carbonate of soda | 30.80 |
| " " lime | 9.52 |
| " " magnesia | 2.88 |
| " " iron | 4.12 |
| Sulphate of soda | 29.36 |
| " " magnesia | 18.72 |
| " " lime | 3.44 |
| Chloride of sodium | 4.16 |
| " " calcium and magnesium, of each a trace | |
| Silicate of soda | 4.08 |
| Grains | 107.00 |

At the springs are two swimming baths, one 30 by 50 feet, five feet deep; the other 20 by 40, and four feet deep. There are also private baths, varying in temperature from 85° to 115° Fahr., so arranged that the bather has full control of the temperature of the water. The "hot tunnel baths" located here furnishes *a natural vapor bath*, so delightfully stimulating in its effects that it is becoming quite popular.

There is, within five minutes' walk of the hot sulphur springs, a cold spring of sparkling, effevescent water, which, for drinking purposes cannot be excelled.

Idaho Springs is the best outfitting point for Chicago lakes, made famous by Bierstadt's "Storm in the Rocky Mountains."

Good accommodations can be had at the hotels and boarding houses at prices ranging from $7 to $14 per week. The wild and romantic Virginia cañon is just to the north of the town, through which is the wagon road to Central City, seven miles distant; stage fare in summer, $1. Brookvale is reached by a good wagon road to the southward, over the mountains 12 miles; fare in summer, $1.50.

Leaving Idaho and continuing up the north side of the creek, we come to Trail run, which comes in from the southwest, up which are some good quartz mines and extensive forests of timber. Here are located the Freeland mills, and near by are the celebrated Freeland and Hukill lodes. FALL RIVER or Spanish Bar is two miles above Idaho, where comes in from the north a small creek called Fall river, about eight miles in length, along which are located 1,000 quartz claims and several mills. Above Fall river, half a mile, Turkey run comes in from the south, where are found the Stephens mining properties and mill. A little further on we have Spring gulch, from the north, where is located some mills and valuable mines. DUMONT, once known as Mill City, is four miles above Fall river, at the mouth of Mill creek, which comes in from the north; up this creek are several valuable mines and mills.

At different points above Idaho are located mills, mines, tunnels and extensive mining improvements, which include some

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placer mining. Four miles above Dumont is LAWSON, at the base of Red Elephant mountain. Near by are many valuable quartz mines, the opening or "dump" of some being visible away up near the top of the mountains, marked by a white deposit line, extending downwards.

EMPIRE CITY is two miles above Lawson, but not in view, being about one mile to the westward up the north fork of Clear creek. The road over the range to the Middle park, via Berthoud pass [11,350 feet elevation] runs through Empire, and is one of the most beautiful mountain roads for variety of ever-changing panoramic views an enthusiast could desire.

After crossing the north fork our course is south, running along the base of Republican mountain which rises above the road almost perpendicular 1,250 feet, while on the east, Alpine mountain elevates its crest 2,000 feet high. On the sides of these mountains are shafts, tunnels and prospect holes in great numbers. Three miles further the Union pass wagon road can be seen away up the side of the mountain to the right. It is built through a depression between Douglas and Democrat mountains, and is bordered on one side going up and the other going down with steep precipices.

As we proceed the mountains are closing on each side, the way is narrow, the grade heavy, and the distance six miles from Lawson to

**Georgetown**—[Pop., 2,171 elevation, 8,476 feet; from Denver, 50 miles] The seat of Clear Creek county, in the center of the oldest silver-mining region in Colorado, at the eastern base of the "snowy range." The city contains eight stamp mills, one sampling and reduction works, many stores, churches, schools, hotels, and two weekly newspapers, the *Miner* and *Courier*. The principal hotels are the Hotel de Paris, Barton and St. James.

Secret orders are numerous, fire department efficient, water supply immense, the water being reservoired 2,000 feet above the city, at Clear lake, and as soft, clear and cold as it is possible for water to be. Georgetown, situated as it is at the head of the valley, walled in on three sides by lofty mountains which protect it from the wind and storms, the air is of great purity, and the climate, for the altitude, quite mild. For these reasons, it is cool and delightful in the hot summer months, and of late has become quite an attractive summer resort.

This is strictly a mining town—silver principally. The first discovery of silver in Colorado was made by Mr. James Huff, September 14th, 1864; the location, about eight miles above Georgetown.

There are thousands of mines in the vicinity of the town. Many are being worked successfully, and large quantities of the white metal have been taken from the ground in this vicinity.

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RESORTS—Green lake, three miles south from Georgetown, is one of the most charming little resorts in the state. It is reached by an easy wagon road that winds up the side of the mountains, from which there is a fine view of Georgetown and the valley below. This beautiful body of water, half a mile long by a quarter wide, is without a peer in any land. Altitude, 10,400 feet above sea level. In a row in one of the boats, the tourist can see the petrified forest standing upright many feet below the surface, with trout among the branches. The fish are very tame, eating from the hand. Tourists are allowed to fish at a charge for each fish



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GREEN LAKE—COLORADO.

caught; many of them weigh from four to five pounds. The boat charges are 25 cents per hour. A good hotel and accomodations are provided at the lake for a limited number of tourists at reasonable charges. *See illustration.*

CLEAR LAKE—Is half a mile above Green lake. Is stocked with California salmon, many of which weigh from seven to eight

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pounds. The lake is 2,000 feet higher than Georgetown, and the source of the water supply for that city is obtained here.

ELK LAKE—Is six miles farther up from Clear lake, at the edge of "timber line," and is much larger. The shores are sandy, with scattering timber and evergreens, among which are many varieties of flowers. One can pick flowers and gather snow at the same time. Many of the surrounding peaks are over 12,000 feet in height. Game, such as bear, deer, elk, grouse and quail, can be found in the vicinity.

"GEM OF THE CORDILLERES"—is still another lake, farther up, *above* "timber line." It is about half the size of Green lake.

On the west of this chain of lakes, overlooking the first two, rises Pain's peak. It is reached by a good wagon road, is four miles from Georgetown, and should be visited by all tourists, particularly those who feel that they have not the time to make the tour of the lakes, but desire a "bird's eye" view of a most charming bit of Colorado scenery.

**Middle Park**—Is reached by four-horse coaches from Georgetown, which leave three times a week, for as follows: North five miles to EMPIRE CITY; thence northwest, via Berthoud pass, 21 miles to FRASER, and 12 miles to COULTER; thence North eight miles to SELAK, and northeast 13 miles to GRAND LAKE; total 56 miles. From Coulter west, ten miles to HOT SULPHUR SPRINGS; total, 47 miles. Fare, round trip, $11.

GRAND LAKE—*Town*—Is the seat of Grand county, and for wild and romantic surroundings, is grand and beautiful in the extreme; and its hotel accommodations are also very good. It is situated on the banks of Grand lake—the head and source of Grand river—a lovely sheet of pure spring water, about three miles in length and two miles in width, surrounded on *all* sides by towering pine and spruce trees, and on three sides by lofty mountains, the peaks of which are covered with a perpetual mantle of snow. Boats are kept on the lake for rent, also fishing tackle, etc., as the lake contains an abundance of the finest trout. The town residents in winter do not exceed 150, but in the summer double that number. A general merchandise store, a hotel, post office, one weekly newspaper, the *Prospector*, and a saw-mill, comprise the town.

HOT SULPHUR SPRINGS—Is a small town situated on the east bank of Grand river at the head of Troublesome cañon. Several stores, three livery stables, two hotels—Kinney and Querey—a dozen or more rustic summer houses comprise the town. Many people come here in summer and camp for months. The hot springs are located on the west side of the Grand river, reached by a substantial wagon road bridge, and have become quite noted. The waters boil up from the base of a cliff at a temperature of 117 degrees.

Analysis of 100,000 parts of water made by Prof. Mallett, Jr., is:

| | |
|---|---|
| Carbonate of soda | 38.44 |
| " lithia | Trace |
| " lime | 11.02 |
| " iron | 2.34 |
| Sulphate of potassa | 2.90 |
| " soda | 43.06 |
| Chloride of sodium | 22.48 |
| Ammonia | Trace |
| Total | 120.24 |
| Gases | Car. a. c. |

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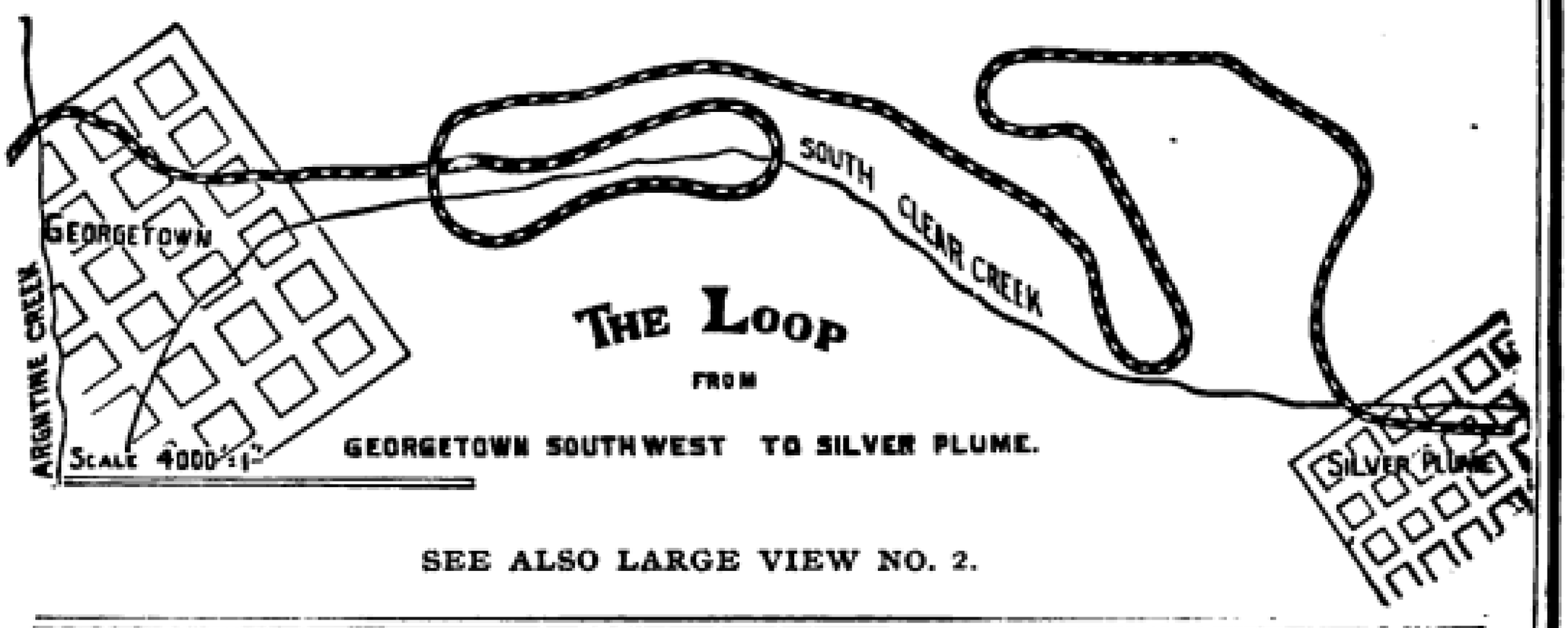
The bathing accommodations consist of a swimming bath in a stone building, and four small private bath rooms. On the east side of the river is a cold sulphur spring, but it is "running wild," and not in condition for use. Game—feathered, haired and scaled—on plain, mountain, and in river are abundant.




SEE ALSO LARGE VIEW NO. 2.

From Georgetown west, the train hugs the mountain close on the left and south of the city, and turns up Clear creek directly for the end of the track at Graymont. The grade is heavy and the route tortuous. All are breathless with expectation, as there seems to be only high mountains in front, with no opening for our little train—the track cannot be seen a dozen yards ahead—when just as one of our surprised fellow-travelers was saying "this is the devil's own road," the fiendish engineer dashes our train screeching into the "Devil's Gate." Some of our passengers dodged; many sniffed the air enquiringly as to the temperature, causing others to smile, but all rushed to the windows and stood as though transfixed alternately with fear, wonder and delight at the astonishing panorama passing rapidly before their eyes. A rail track can be seen high up on the side of the mountain, to the left, and another across the creek to the right—three parallel tracks—and in the near distance ahead, a bridge spanning the stream. About the same time our engineer must have made the same discovery and resolved to run over all the tracks. The locomotive screeched and made for the bridge and started back toward Georgetown on the west side track. Suddenly it seemed to have changed its mind and at the same time its course, as another bridge is crossed [probably the "bridge of sighs," as it was directly over the "bridal veil"], and away westward we rush again, "climbing the world." All for a few minutes seemed fair ahead when suddenly, like the snapping of a whip the train whirls to the "left face" and is running toward Georgetown again. We are certain now the engineer has lost his head, when again the whip snaps, and around we go once more headed for the west.—(*See large view No. 2*).

**Silver Plume**—[Pop., 700; all engaged in mining].—Situated on Clear creek, two miles west of Georgetown by wagon road, but by rail four and a half miles, as it is just above where the rail-tracks get mixed. First, the train runs into the "Devil's Gate," then turns back, crosses over the "bridal veil," making a "three-ply, horse shoe," a double "ox bow," but never for a hundred feet does it make a tangent on the whole distance.

From the Plume it is one mile to the little mining town of BROWNSVILLE—[pop., 200]—and three more to the end of the track.

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**Graymont**—[58 miles from Denver].—At Graymont take saddle animals and commence to climb the mountains, following up Grizzly gulch six miles to Kelso's cabin, from which it is about one mile to the summit of the "peak." A wagon road extends from Graymont to Kelso's cabin and carriages can be procured for that distance, if desired. In the tourist season the railroad company sell "round trip" tickets from Denver to *the very top of the peak.* Their rate is $9, including horse and guide from Graymont. The horses are safe and the guides experienced. Ladies may make the trip assured of care and attention. The hotel at Graymont is good and will accommodate large parties comfortably. Parties of less than three will have to pay $3.35 extra for guide. To three or over there will be no extra charge. For $9.25 the ticket will read via Central, and be good for five days.

Gray's peak and Torrey's peak are near each other. The first is 14,441 feet, the second 14,336 feet above sea level. From the summit of Gray's peak, should the sky be clear, which is not uncommon, can be seen in a straight line, 35 miles to the southwest, the Mt. of "Holy Cross;" 86 miles southeast, "Pike's peak;" 33 miles west of south, Mts. "Lincoln" and "Bross;" 145 miles south, Mts. "Blanca" and "Baldy;" 52 miles east of north, "Long's peak," besides hundreds of lesser peaks, such as Antero, Buckskin, Castle, Culebra, Elbert, Evans, Gothic, James, Massive, Princeton, Quandary, Shavano, Yale, etc.; in fact the view is almost unlimited. [To make the ascent, take heavy coats and wraps, and let stimulants alone.]

The scenery up the route of Clear creek cañon is very beautiful, and after reaching the summit of the "peak," one of the grandest mountain views in the world lies before the tourist. Should you see the sunset from the summit of this grand old mountain it would be indescribable; should you see it rise, you would feel like exclaiming with the poet:

"The hills—the everlasting hills—
How peerlessly they rise!
Like earth's gigantic sentinels
Discoursing in the skies!"

This tour is one of the most attractive and cheapest that can be made from Denver, yet each of our tours have peculiar features of their own, and none should be omitted.

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**Side Tour No. 2**—From DENVER to PLATTE CAÑON, KENOSHA, SOUTH PARK, FAIR PLAY, BUENA VISTA, ST. ELMO, ALPINE TUNNEL to GUNNISON CITY

Taking the (narrow gauge) cars on the SOUTH PARK branch of the Union Pacific, at 8 o'clock, a. m., we arrive at ST. ELMO, 153 miles from Denver, at 5:30 p. m. Here we remain over night, have an opportunity to look around, and leave at 10:30 in the morning, passing through the great Alpine tunnel, and reaching Gunnison City at 5:30 p. m., affording a daylight view of the entire route.

On this line there is only one passenger train a day.

From the Union depot our route is south, crossing Cherry creek, and through the low lands of West Denver, then across the Platte river to its west bank, reaching BEAR CREEK JUNCTION (in six miles), now called MOORVILLE.

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The MORRISON branch turns west from this point, up Bear creek, nine miles to

**Morrison**—[Pop., 400; from Denver, 17 miles].—At the entrance of Bear cañon. The principal occupation of the Morrisonians is connected with the stone quarries near the town. All the *best* red stone used for building purposes in Denver comes from this place. The principal objects of interest to the tourist in this vicinity are the soda lake, the springs of soda, sulphur and iron, Bear cañon, Turkey creek cañon, the "Garden of the Angels," the game in the near mountains, and the trout in the streams. The scenery in many places is grand and beautiful.

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About one mile from the junction we come to SHERIDAN STATION and "Uncle Sam."

**Fort Logan** —Occupies a commanding position on a high plateau near the station, selected by "Little Phil" himself, and established in 1887. The post is in command of Maj. G. K. Brady, and garrisoned by companies A and E of the 18th Infantry.

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**Littleton**—Is a little town of 500 population, three and a half miles from Sheridan. It is a town with great expectations, standing astride the Platte river, with one foot beside the rail track of the Union Pacific system, and the other by the Denver & Rio Grande, and the Atchison, Topeka & Santa Fe. "Truck-farming, stock-raising and manipulating corner lots," are the principal occupations of the citizens.

Eight miles more, through some fine truck fields, we enter the mouth of

**Platte Cañon**—[Enterprise P. O., 20 miles from Denver].—One mile above the station, nearly ten years ago, a company of English capitalists commenced the construction of a canal—usually called the "high line canal," to take the water from the Platte river and conduct it eastward over the prairies back of Denver for irrigating, manufacturing and domestic purposes. At the initial point a dam was constructed, just above a sharp turn in the river caused by a projecting spur of the mountains coming down from the southward; a tunnel was cut 700 feet in length, 20 feet wide and 10 feet high, taking the water from above the dam. It is then conducted along by a flume, cut out of the side of the cañon walls, at an elevation sufficient to cover 59,250 acres of the rich slopes and valley lands of the Platte river, for a distance of 83 miles. The capacity of the canal is 1,184 cubic feet per second.

---

From Denver to the mouth of the cañon the railroad grade is light, but for the next 40 miles it is in places 170 feet to the mile. Entering the mouth of the cañon the road turns west, crosses and recrosses the river many times while ascending the narrow gorge between towering mountains. Some are 2,000 feet in height, and almost overhanging the road. In places these mountains are sloping and covered with pine, spruce and cedar trees; in the summer the shrubs, moss, ferns and countless flowers clinging to and growing from every nook and crevice present a scene of gorgeous beauty—a scene where the God of nature has displayed His handiwork far beyond the comprehension of mortal beings.

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The Chinese catch, dry and ship home to China, a large amount of sturgeon and salmon at points on the Columbia river.

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Five miles up, STEPHEN'S GULCH; another mile, DEANSBURY, where is a large summer boarding house; three miles, SOUTH PLATTE; two miles, DOME ROCK, a mammoth dome-shaped rock, on the south side, far up the mountain side. A short distance above a foot bridge spans the river to a little park, which, in the summer, is a great resort for picnic parties from the valley.

Passing Dome rock, we are whirled along over a solid road-bed, through and around the projecting mountain spurs, with rapid and ever-changing scenery on either side; two miles brings us to VERMILLION; then two to PARK SIDING or Last Resort; three to BUFFALO, three to PINE GROVE, three to HILDEBRAND'S and three to THOMPSON'S. The last six stations named above are of little interest to the traveler, being for the accommodation of wood choppers and lumbermen in the vicinity.

Two miles more is CROSSON'S, where is located the Saxonia Smelting & Refining works, as there are some rich mines in the vicinity. Just above, the cañon becomes a narrow gorge, with perpendicular or overhanging cliffs rising to a great height, bare and grand in their rugged outlines. A few more revolutions of the wheels and the mountain sides slope away, and we are at

**Estabrook Park**—Four miles from Crosson's. This place presents some attractions as a summer resort, particularly to those fond of hunting and fishing. In the adjacent country, deer, bear, and other game are quite plentiful, and in Deer creek and other small creeks that reach the Platte river near here, trout of the finest.

Three miles further is BAILEY'S. Here the near mountains on either side are low and covered with a young growth of pine and cedar trees, with high timber-covered elevations in the distance.

Passing SLAGHT'S in four miles, GRANT in seven, WEBSTER in three, our train curves to the right up HALL'S gulch; then, by looking *far up* the mountain side to the left, can be seen the roadway over which we will soon be traveling and looking *down* to this point. As our little train labors up a grade of 158 feet to the mile, in and out around the fingers of the mountain (at one moment on the **end** of the finger, only a few inches from a *perpendicular drop* of hundreds of feet, then shying away with a shriek of defiance up the other side of the finger, which is the turning point in a narrow cañon gorge), the same is repeated time and time and again until the summit is reached, and our train stops at

**Kenosha**—[Elevation, 9,972 feet; 76 miles from Denver].—The air at this point is rather *thin*, but then it may be well to *try* and get accustomed to it, as we shall stand 1,624 feet *higher* before the tour is ended.

Leaving the station a few miles brings our train to the extreme southern point of Kenosha hill, and as it curves away to the west and northward, one of the finest views in America, if not in the world, can be seen. The valley of the South Park, 50 miles in length by 10 in width, is before your eye in all its beauty. It is bordered on the east by a heavily timbered range, 2,000 feet above the valley, while to the west, the "snowy range"—the summit of the "rockies"—extend as far as the eye can reach. In this range in plain view are a number of the highest peaks in Colorado, among which are the Guyot, Hamilton, Lincoln, Bross, Buckskin, Horseshoe and Silver Heels, that vary in altitude from 13,565 feet to 14,336 feet above the level of the ocean. (*See illustration on next page.*)

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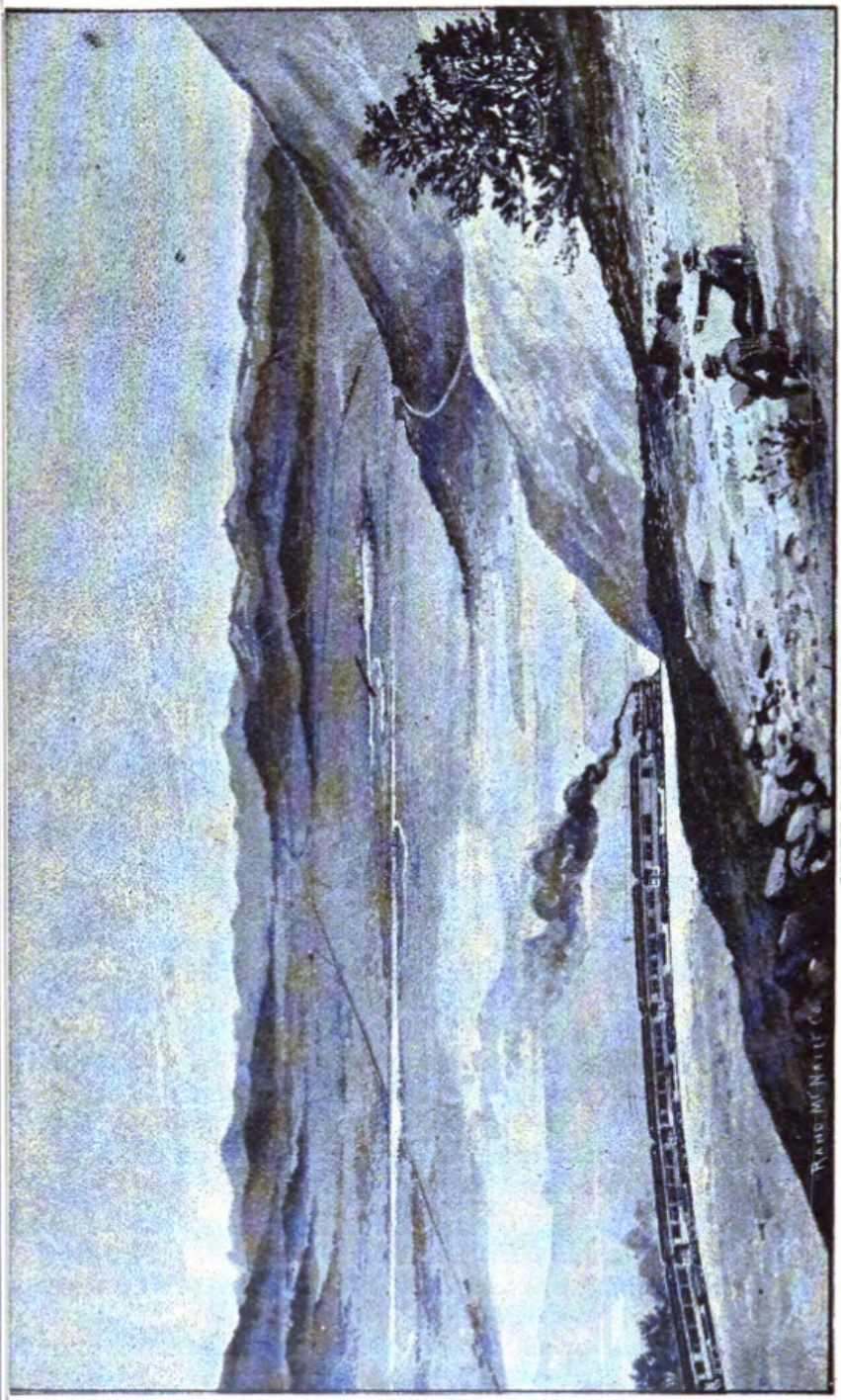

SOUTH PARK—FROM KENOSHA HILL.

From the standpoint of Kenosha hill can be seen the track of our road in places for full 40 miles, as it winds away to the southward. Towns, villages, stations, the Platte river and tributaries, farm houses, ranches and numberless flocks and herds can be seen, fairly rivalling the famed "valley of Bagdad," of ancient story.

In the "park" and adjoining mountains game, such as antelope, deer, elk, bear, mountain lions, grouse and rabbits, are plentiful, with an occasional band of mountain sheep, while the streams are alive with the finest trout.

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# To the Rockies and Beyond.

IT'S A LONG JOURNEY from St. Louis to the "Golden Gate," but the traveler may reach the goal of his desire by several routes. He may choose just the particular section of the great West which he desires to see; for, in these days, railroads are almost as plentiful as wagon roads, and if one is bound for "Frisco," or Portland or any point on the Pacific coast, he may enjoy considerable latitude in choosing his route, since all west-bound lines are finally focused at the same points.

## THREE ROUTES PROPOSED.

From St. Louis to Kansas City, the main line of the Missouri Pacific road offers a charming day's journey. The traveler who does not already know how beautiful the suburbs of St. Louis are, will find an agreeable surprise in store for him on this trip. The train, as soon as it climbs out of the Mill Creek valley, where St. Louis west-bound roads find their terminal accommodations, passes at once into a lovely suburban district which stretches away for miles, where picturesque villas are surrounded by trim lawns, flower gardens, orchards and vineyards. The country is rolling, intersected by deep ravines through which clear streams flash beneath the sunlight. Then the Meramec river is reached, its tortuous course and bluffy sides adding a new feature of beauty to the changing scene. Wide stretches of meadow land where the cattle graze in peace, orchards, farm lands, woodlands, gardens, vineyards; here and there a town, then a thriving western city, until the train comes at last to that wonderful place, which has literally sprung up in a night—Kansas City, near the mouth of the Kansas river.

Once, in Philadelphia, the Mayor of Kansas City was introduced at a banquet as "a gentleman who lived in the far West." The reply rather startled the guests, for, with an assurance born of fact, the answer came promptly, "I do not live in the far West, gentlemen, I live in the town where people begin their journeys when they start to go West." That answer contained the secret of Kansas City's prosperity. All roads lead to Kansas City—that is, all western roads which cross "the plains"—and Kansas City shares with Omaha the distinction of being the entrepot to the West.

## To Denver and Beyond.

THE traveler starts for the West from Kansas City. If Denver, Colorado, is his objective point, he may take the Kansas division of the Union Pacific, and speed away over the wide plains of Kansas, slowly "climbing the hill" as his train moves westward, for the whole State of Kansas is, topographically speaking a sloping plain, with its lower edge on the bank of the Missouri river, and its top among the foothills of the mountains along the Colorado border. This journey will lead one through the great corn State of the West, and show him the wonders of western farm lands. From Denver the route west to Salt Lake, Ogden, San Francisco, or the cities in the extreme Northwest, is by the direct lines of the Union Pacific road.

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No. 2.

THE GREAT LOOP.

SEE PAGE 68.

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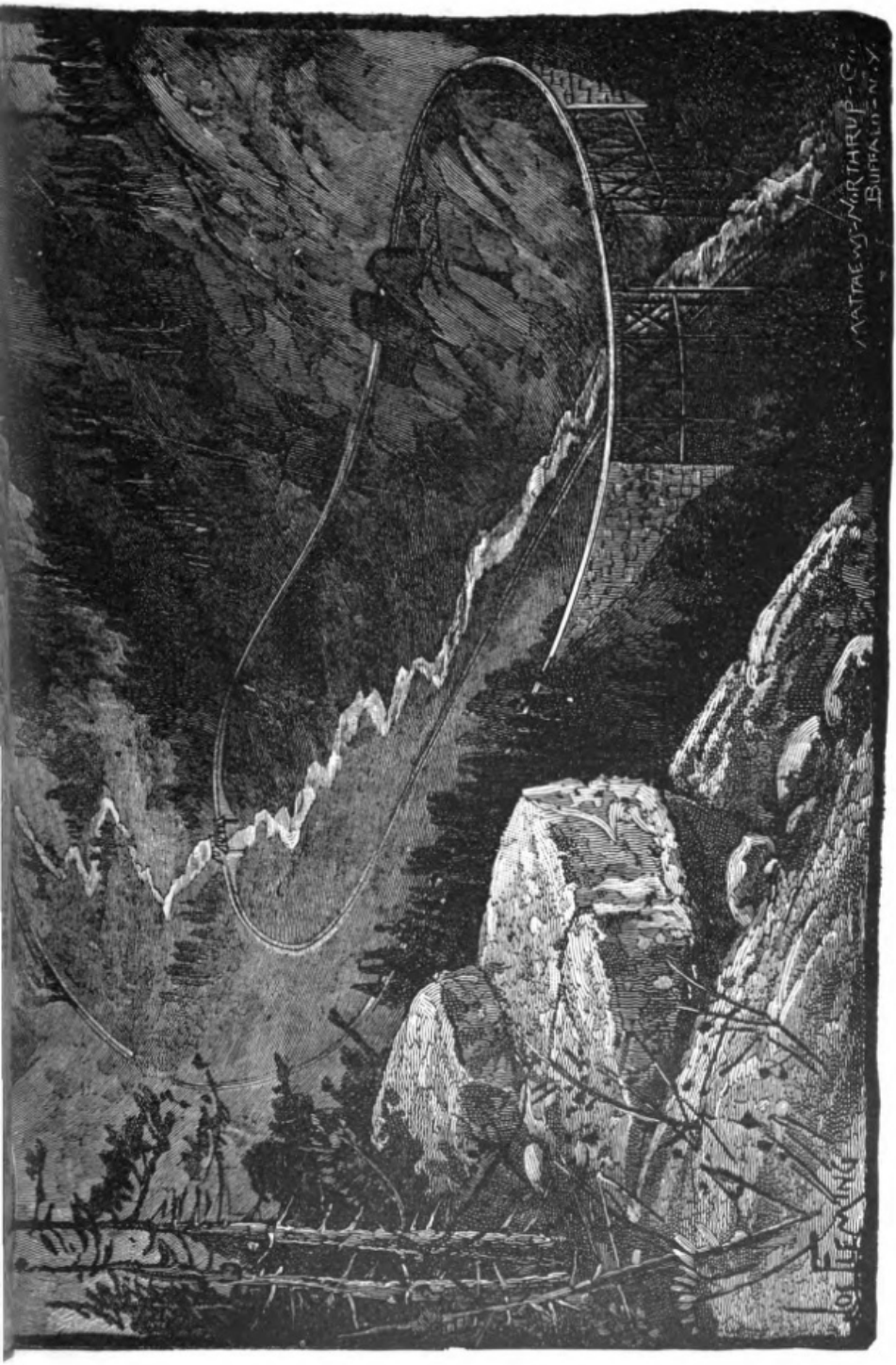


EN ROUTE TO GRAY'S PEAK.

Near Georgetown, Colorado.

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## To Omaha and Beyond.

ANOTHER ROUTE, via the Missouri Pacific's line, follows the bank of the great river, "the mighty Missouri," through the cities of Atchison & Nebraska City to Omaha. This, also, is a pleasant journey, offering a change of scene, with many charming glimpses of the wide waters of the turbulent stream. No other river on earth drains such a fertile and wide extended district as the Missouri. The Nile and the Amazon are its sisters, but the Missouri flows through a land where intelligent freemen, not slaves, nurse the fruitful earth which it waters. The stream is navigable from its mouth, near Alton, Illinois, to Fort Benton, in Montana, and a boat may be laden at Pittsburgh, in Pennsylvania, and discharge its cargo under the bluffs which rise behind Fort Benton. Trace out the course of this river steamer on the map, and try to realize, if you can, how wonderful are the possibilities of the fertile valleys drained by the western rivers.

At Omaha the main line of the Union Pacific is reached, stretching westward through Nebraska. A full description of this journey will be found elsewhere in this volume.

## To Pueblo, Denver and the West.

ONE other route from Kansas City to the West remains. If the traveler would reach Pueblo before coming to Denver, he may take the Missouri Pacific's "Colorado Short Line," and pass through Kansas south of the Kansas Division of the Union Pacific, described above. On this line there is the same general character of scenery as that found on the Union Pacific line. Colorado Springs is reached by a short ride over the Denver & Rio Grande Railroad from Pueblo. Here, under the shadow of the Rocky mountains, with Pike's Peak as an eternal sentinel, nestles the city of Colorado Springs, with several thousands of people. It has an elevation of over 6,000 feet above the level of the sea, and is sheltered on the north and west by high ranges of mountains. The town is laid out in broad avenues and streets, along which, on both sides, are planted rows of beautiful shade trees.

The city commands a view of the entire Pike's Peak range from north to south; to the east, the rolling prairie forms a striking contrast to the rugged mountains; on the north, the heavily timbered Divide region furnishes the third characteristic to a view embracing mountain, plain and woodland. This magnificent landscape picture can be seen from its streets with ever-increasing pleasure. It stands out sufficiently from the mountains to possess all the advantages of the plains, without any of their disadvantages. It is so near the mountains that it places its residents in easy access to the cañons, parks and caves which range in a semi-circle about the city. To the south are H. H.'s flower garden, Cheyenne toll road, Cheyenne cañons; to the west, Bear Creek cañon; passing around the north, Manitou with its hundreds of places of interest, the Garden of the Gods, Glen Eyrie, Blair Athol; and, in the northeast, Austin bluffs. These places are all within a distance of five to eight miles. They add to the pleasure of the tourist and stimulate the health-seeker to drive or ride. The rugged mountain trails and rocks afford an abundant opportunity to the more adventurous.

To the north lies Monument park, to the northeast, Templeton's gap and Austin's bluff By taking the road to the east, which leads over the plains, one gets an extended plain and mountain view, embracing the whole of Pike's Peak range, a part of the Sangre De Cristo range and the Spanish peaks on the line between Colorado and New Mexico. A very fine view of the city, and the plateau upon which it is built, is also afforded. To the southeast there is a pleasing drive down the Fountain valley, bordered on both sides by finely improved ranches. To the south a road leads to Dead Man's cañon, H. H.'s flower garden, and the Cheyenne cañons. To the southwest one can drive to Bear creek and Red Rock cañon, while Manitou (distant five miles) and its variety of scenery are reached either by steam or electric cars.

From Pueblo to Denver close connections are made, and the traveler continues his westward journey over the Union Pacific line.

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Descending into the park, JEFFERSON is the first station, four miles from Kenosha, on Jefferson creek. Stock-raising, hay cutting and mining—gold, silver and coal—are the chief occupations of about 60 settlers.

CONNECTIONS—Mail hack: Southeast to MOUNTAINDALE, 27 miles, once a week.

Two miles and we cross Tarryall creek—up which three miles, in 1860, was a booming mining town known as "Tarryall diggings." Then many hundred people worked along the creek in the gulches, and away up the mountain cañons. It was here the writer first saw the scheme of placer mining and the day was July 5, 1860. At that date the "scheme" was to *sell out*. We noted the situation, *did not bite*, but departed for Denver a wiser "tenderfoot." The placers gave out and were abandoned.

**Como**—[Pop., 800; from Denver, 88 miles; elevation, 9,775 feet].—Is a regular meal station and the junction of the Leadville branch, which turns to the northwest from here, over the mountains. We shall interview it in due time. Extensive coal mines are located near; also some quartz mines a few miles to the westward. The coal veins are from seven to ten feet thick of good coking quality—are owned by the railroad company, who use large quantities themselves and ship much more.

The appearance of the mountain ranges for the next 20 miles presents new beauties and surprises at every turn. And as the train winds around in and out of the spurry fingers thrust out from the huge ranges on each side, the scene is kaleidoscopic and beautiful in the extreme.

From Como it is five miles to RED HILL, then nine miles to ARTHURS, from which it is two miles to

**Garos**—[Pop., 50; from Denver, 104 miles; elevation, 9,172 feet].—Situated on a branch of the South Platte river, at the junction of the LONDON BRANCH of the Union Pacific system. This line follows up the valley of the Platte, to the northwest, directly for the mountains.

**Fairplay**—[Pop., 300; from Garos, 10 miles; Denver, 114 miles; elevation, 9,886 feet].—It is the seat of Park county, one of the oldest mining towns in Colorado. It is situated on the middle fork of the South Platte river. Placer mining in early days, was the sole occupation of the settlers; some work of the kind is still done, but stock-raising and quartz mining overshadow all other kinds of business. Of late, many of the old abandoned placer mines are being worked over by the Chinese.

The Mosquito, Horseshoe and several other mining districts lie on the park slope of the mountains, the base of which is five miles to the westward. These districts are said to contain some of the best mines in the state. At Fairplay there is one smelting furnace, another about two miles west on Sacramento gulch and the Holland works on Pennsylvania gulch, three and a half miles west.

The *Flume* is a weekly paper, and the Bergh the principal hotel here.

CONNECTIONS—Mail hack: Southwest to PLATTE STATION, 13 miles, once a week.

**London**—[From Fairplay, five and a half miles; elevation 10,228 feet]. A small mining town of about 50 population, containing one ore concentrator and a small stamp-mill. It is the end of our road.

CONNECTIONS—Mail hack: North one and a half miles, to ALMA, six times a week.

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ALMA—Is a mining camp containing about 300 population, situated at the junction of Buckskin creek with the Middle Fork of the Platte river. It has one sampling works and a variety of stores, hotels, and one weekly newspaper. Some of the placer mines in the vicinity are said to pay well, and several companies are engaged in hydraulic mining.

The quartz lodes carry gold, silver, copper and lead. PARK CITY, a small mining town, is two miles west.

The scenery about Alma is very grand, as it is situated at the base of Mt. Lincoln, altitude, 14,296 feet, and Mt. Bross. It is on the Mosquito pass road, over the mountains to Leadville; distance, 17 miles.

CONNECTIONS—Mail hack: From London, one and a half miles, six times a week; also, west to PARK CITY, two miles, six times a week.

☞The tourist will find a trip over this branch of the road a sojourn and ramble about the old placers and other mines in the vicinity, and a climb up and around Mts. Lincoln and Bross near at hand, a tour of great interest, conducive to health and general information.

From Garos south, the park widens, hay fields are seen, but the stock-raisers possess the park range very generally; several small stations are passed as well as the main stream of the South Platte, and numberless small creeks.

SALT that *did not* save. After crossing the Platte river salt marshes and lakes of salt water appear. Near on the left are located the *first* and only salt works in Colorado, and thereby "hangs a tale." When these works were erected in 1864 all the salt used in the whole western country had to be freighted from the Missouri river, 700 miles away, at a cost for freight alone of from five to 30 cents per pound. When the springs near the works were discovered they were thought to be very valuable, and no little contention arose as to the title. However, the first claims were settled, the works erected and salt making commenced, and proved very profitable for a time, until, as is too often the case in the west, litigation commenced between partners, followed by injunction after injunction, until all parties interested were impoverished. Meantime the railroads were advancing day by day which meant *cheap salt*. The lawyers commenced their work in 1865, and succeeded in closing the works in 1867. The lawyers got the works and the owners got *salted*.

Passing on, our train soon begins to climb the southern rim of the park.

**Hill Top**—Is on the *top* or summit of Trout creek pass; altitude, 9,460 feet. Here the waters divide, on the east side finding their way into the Platte, and on the west side into the Arkansas river. From this little station we fairly fall away to the valley of the Arkansas, nearly 2,000 feet, in the next 26 miles. Near this station comes in the Midland railroad from Colorado Springs.

From Hill Top we obtain the first view of the great Sawache range, which separates the Gunnison and San Juan country from the valley of the Arkansas. The drainage from the west side goes to the Pacific ocean, that on the east to the Atlantic. Across these mountains we must pass in about a southwest direction from this station.

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Two miles from Hill Top is a little station called DIVIDE, where are located a store, a saw-mill, and a few settlers, and about one mile below on the right can be seen the largest and finest spring of fresh cold water in the state. It is the head of Trout creek, and the crystal fluid fairly rushes out beneath a high cliff close to the road. Just below on the left side are others, but not as large. In the streams flowing from these springs and in the creek, "speckled beauties" are very abundant; those fond of fine trout take notice.

**McGees**—[From Hill Top, seven miles; elevation, 8,648 feet].—Sometimes called "Trout City," is situated in a romantic little park of fine scenery; haired game is abundant in the hills and trout in the creeks, all then that is wanted after "bagging" the game is a good cook and a good appetite, which last you are pretty sure to have if you catch the game.

Descending the creek at a rapid rate, with towering mountain ridges—pine-clad—on each side, we come in view of the Arkansas valley. Six miles from McGees our train crosses the Arkansas river, and stops a moment at SCHWANDERS, a junction station, turns north, four miles up the valley to

**Buena Vista**—[Pop., 2,000; from Denver, 136 miles; Leadville, 36 miles; elevation, 7,943 feet].—Is the seat of Chaffee county, situated at the junction of Cottonwood creek with the Arkansas river; the county buildings, churches and schools, as well as some business blocks and hotels, are creditable structures. Here we find a cozy little opera house which seats 300 people; there are several hotels, but little choice. The city has a system of water works, and two newspapers—*Times* and *Herald*, both weekly.

The construction of irrigating canals has made available for agricultural purposes hundreds of acres of land in the vicinity of the town, once covered with scrub pines and cedar trees.

Mining and stock-raising is the principal occupation of the settlers in the vicinity, yet some small grains and vegetables are raised successfully.

To the west, ranging north and south, is the Sawache range of mountains, sometimes called the "Collegiate." Directly opposite Buena Vista rises Mt. Yale; elevation, 14,187 feet; to the southwest, Mt. Princeton; elevation, 14,199 feet; to the northwest, Mt. Harvard; elevation, 14,383 feet. The bases of these mountains are from eight to 12 miles away, rising from the valley without intervening foot-hills.

COTTONWOOD HOT SPRINGS—Are situated at the mouth of Cottonwood cañon six miles west and connected by stage with Buena Vista. For cases of inflammatory rheumatism, lead poisoning and diseases of the blood, these waters possess remarkable curative properties. The scenery of the valley in which the springs are situated is of great loveliness—the Collegiate range of mountains forming an imposing back-ground. Fine trout fishing can be found in ten minutes' walk up and down Cottonwood creek, and the neighboring hills abound in game.

COTTONWOOD LAKE—Is six miles west of the hot springs up the creek. It is a beautiful little sheet of water and swarming with the finest trout, and in season the hillsides are covered with wild raspberries, currants and strawberries.

CONNECTIONS—Denver & Rio Grande and Colorado Midland railroads, and stages for Cottonwood Springs.

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**Detour**—A very interesting detour can be made from Buena Vista by taking either the Denver & Rio Grande, or the Colorado Midland northward, as follows:

The country, as we proceed, is rough, broken and covered with scrub pines and cedars, sandwiched with sage brush and garnished with bunch-grass. Ten miles north from Buena Vista and we are directly opposite Mt. Harvard.

**Granite**—[Pop., 100; from Buena Vista, 18 miles].—Was a mining town in 1861 and has had a number of ups and downs. It has now a few stores, powder mill, smelting works and "good prospects."

Clear creek reaches the Arkansas from the west—opposite Granite. On this creek only a few miles distant, placer mines are being worked and—reports say—"they are paying well," but the "placers" are about mined out in this section of country, and the stock-men have taken possession and are doing well.

La Platta peak is directly west; altitude, 14,311 feet.

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CONNECTIONS — Mail hack: West to VICKSBURG, 11 miles; WINFIELD, four miles, six times a week; also, northwest to INTER LAKEN, six miles; TWIN LAKES, three miles, six times a week.

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**Twin Lakes**—the most charming, quiet summer resort in the mountains—is situated at the eastern base of the Sawache range of mountains at an altitude of 9,333 feet on Twin Lake creek, an important tributary of the Arkansas river. Hunter's pass is directly west, and Lake Creek pass to the southwest. The lower lake covers 1,525 and the upper 475 acres, the length being about double the width. The upper lake is about five feet the higher, connected by a small stream, which ripples over a pebby bottom clear, pure and cold, half a mile in length through grassy meadow lands studded with scattering shade trees, affording delightful grounds for campers or picnic parties. The surroundings are most grand and beautiful. Just to the head of the lakes on the north stands Mt. Elbert, uncovered except by a mantle of snow, in respect for the beauties on every side, at an altitude of 14,360 feet, or 5,027 feet above the level of the lakes. To the south, opposite, are the Twin peaks and Grizzly, some less in altitude, but none the less beautiful in their varied coloring of green, gray and gold. The lakes lie in a general direction from east to west; on the south side the mountains rise from the water's edge, covered with pine, spruce, aspen trees and shrubs, extending to the timber-line, where game of all kinds is abundant, including the grizzly bear, mountain grouse and quail. On the north side along the shore is a good carriage road, and a grassy bottom, back of which the country is a rolling prairie, with bluffs near the base of the mountains covered with a scrubby growth of pine and cedar trees. The accommodations for tourists consist of five hotels and a number of small cottages.

The lakes abound in trout. Boats and tackle are provided at the hotels, and those that could not be happy at Twin Lakes we fear will find the great hereafter an uncomfortable abiding place.

Besides the hotels and cottages the place has a post office, store, restaurants and saloons, and to the westward some good "prospects" for minerals—gold and silver. Resident population about 250, many of whom are engaged in the mines.

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Had the Pilgrims landed on the Pacific coast instead of Plymouth Rock, that old "blarney stone" would now be surrounded by the native nomadic races.

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From Buena Vista our train turns back to Schwanders, and branches to the southward, crossing the track of the Denver & Rio Grande railway in three miles and reaching the junction station of

**Nathrop**—[Eight miles, from Buena Vista].—This is a small station situated on the west bank of the Arkansas river at the junction of Chalk creek, which comes down from the west, and the Denver & Rio Grande railway.

At Nathrop our course is directly west up Chalk creek, four miles to HAYWARDS and one mile more to

**Hortense**—[Pop., 200; from Denver, 142 miles; elevation, 8,169 feet]. Is noted for Hortenses. Here are the famous Hortense hot springs, and the Hortense group of mines, the Hortense post office, and the Hortense hotel, kept by Hortense. The Hortense mine is said to be a Hortense "bonanza", while the Hortense springs are recommended for their curative properties in cases of rheumatism, etc.

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From a few miles west from Nathrop the railroad is built along the creek bank, with high bluffs on both sides, the distance gradually narrowing, until just above Hortense the contraction takes the shape of a mountain gorge, and well it may, as Mt. Princeton rises from the water's edge on the north to an altitude of 14,199 feet, while on the south and directly opposite towers Mt. Antero, 14,245 feet, while beyond only a short distance looms up Mt. Shavano, 14,239 feet; Chalk creek, our road and train make but a small thread in the landscape compared with such elevated surroundings.

---

**Alpine**—[Pop., 600; from Hortense, six miles; Denver, 149 miles; elevation, 9,247 feet].—Is a mining town, hemmed in on two sides by lofty mountains, several of which exceed in altitude 14,000 feet, and upon which the "beautiful snow" can be found at all seasons.

Sampling and smelting works, a bank, several stores, hotels and a weekly newspaper comprise the principal business of the town.

The principal mines are the Murphy and Tilden, Livingston and Britenstine groups. The ore runs from $50 to $125 per ton.

**St. Elmo**—[Pop., 550; from ALPINE, five miles; elevation, 10,041 feet]. Is a mining town of great promise. Everybody here is engaged directly or indirectly in the mining business. The mines are all true fissure veins, the ore running in galena, carrying gold, silver, copper, iron and sulphide of silver. The town contains one smelting works, besides the usual number of stores, hotels, schools, churches, newspapers, etc.

Capital can find here an opportunity for investment in legitimate mining, second to none in the state. There are a great many good mines in the vicinity, but we have not the space to particularize.

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CONNECTIONS—Mail hack: West to DREW, 12 miles, and TIN CUP, three miles, six times a week.

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Leaving St. Elmo it is two miles to ROMLEY, and three miles to

**Hancock**—[Pop., 250; elevation, 11,005 feet].—Is situated at the head of Chalk creek away up upon the eastern slope of the Sawache or the main chain of the Rocky mountains, in a little valley surrounded by towering snow-clad peaks on all sides, affording scenic views of great magnificence. Mining is the chief or only industry, and there are scores of valuable mines in the vicinity.

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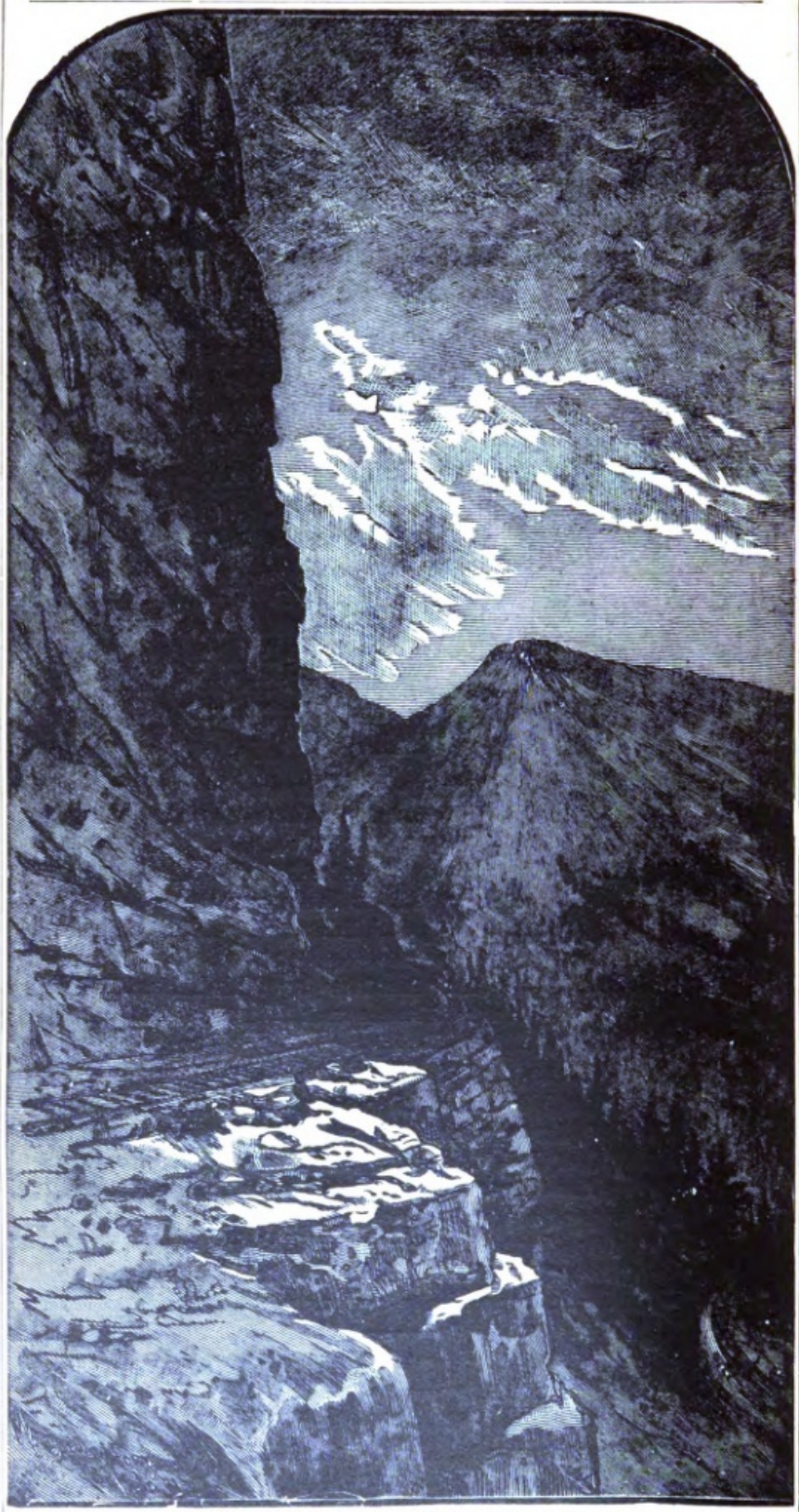

WEST FROM THE MOUTH OF ALPINE TUNNEL.

See opposite page.

One of the many little side tours that can be made from Portland, Oregon, is via O. R. & N. steamers up the Willamette river, through the locks at Oregon City to Salem, the capital, and to Albany.

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Continuing to climb three miles more, and we are completely hemmed in by the lofty mountains with no possible way to get out; just here is the entrance to the world-renowned

**Alpine Tunnel**—This remarkable piece of work, the result of fine engineering skill and "Paddy's brawny arms," is 11,596 feet above the level of the sea—above "timber-line"— above where trees and vegetation grow, or animal life is found; all is rock; little rocks, big rocks and the "rock of ages." The air is pure and *thin;* here at times the charming mountain *zephyr* plays seductive airs and anon the *blizzard* sports a round of pranks which tend to "bull" the stock of the inferno. Snow lies in perpetual banks on either side, but flowers in season, bright and fragrant, fill the frosty air with their perfume, and light it with their colors. Somewhere along the way the seasons embrace; for though it be summer in the valley it is *not* summer here—only as these flowery symbols sweetly defy the frosty nip.

The tunnel, aside from its approaches, is 1,773 feet in length, 14 feet in width, and 17 feet in height, and with one exception, it is the highest point in the world reached by steam-cars, and that exception is in the South American Alps.

In passing through the tunnel you are transferred from the Atlantic to the Pacific slope. The point of change is in the center, and the impetus tells the moment it is crossed. The engine, just before is groaning at its lift, now shouts in triumph, and the engineer sets her heels for the decent. The view from the rear end of the car while passing through the tunnel is quite an interesting one. The light on entering is large and bright, the smooth rails glisten like burnished silver in the sun's ray. Gradually the light lessens in brilliancy; the rails become two long ribbons of silver, sparkling through the impenetrable darkness; gradually these lessen; the light fades, and fades, and fades; the entrance is apparently not larger than a pin's head, and then all light is gone and darkness reigns supreme, and still we are not through, but grope on, and marvel, and hope. Suddenly we emerge from the tunnel, and a bright vision of beauty dawns upon us. The view takes in a vast extent of country. The San Juan mountains are to be seen 150 miles away to the southwest; Uncompahgre peak stands forth in great prominence a little further west—overlooking the cities of Ouray and Lake; the valley of the Gunnison is spread out directly west with the city of Pitkin only ten miles away. Turning now to the right that long black range is the Elk mountains, and in the foreground, Mt. Gothic and Crested Butte. Within the range of vision are many lovely valleys, large bodies of timber, towering mountains, numberless rivers and sparkling streams, bustling cities, towns and mining camps, and dotted in all directions with the settler's industries, and freckled with his herds and flocks.

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Close on the left and rising perpendicularly, are the mountains along which our roadway has been blasted from the solid rock. (*See illustration.*) From the high shelf and palisade thus formed is an appalling depth, terminating away down in the valley into which there is a gradual, sinuous descent, while the near surrounding natural wonders are indescribable.

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**In the western mining camps you will often meet an illiterate millionaire in greasy buckskin**, and a college graduate in rags.

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Descending with great caution, we pass the small stations of WOODSTOCK, VALLEY, MIDWAY and QUARTZ, and stop at

**Pitkin**—[Pop., 1,500; from St. Elmo, 21 miles; Denver, 174 miles; Gunnison City, 27 miles; elevation, 9,180 feet].—Named for Ex-Governor Pitkin; situated on Quartz creek, in a little park gradually sloping to the southward, between two high timber-covered mountain ranges, which contain many rich and productive mines. The principal occupations of the citizens are mining, lumbering and merchandising. The ores carry both gold and silver. Pitkin is fully provided with stores and shops of all kinds, a bank, two quartz mills, one sampling works, five saw-mills, good churches, schools and one weekly newspaper, the *Mining News*. The Commercial is the principal hotel. Surrounding Pitkin are a number of small mining camps tributary to it for business. Game of many kinds is found in the vicinity, and the finest trout can be caught from the streams for the labor of throwing a fly.

Leaving Pitkin and following down Quartz creek, OHIO CITY, a small mining camp of 200 people, is six miles from Pitkin, from which it is eight miles to

**Parlins**—[From Pitkin, 15 miles; Gunnison City, 12 miles; elevation, 7,649 feet].—Is situated on Tomichi river, and consists of a hotel, grocery, blacksmith shop, and Parlin, one of the oldest settlers in this region of country. Stock-raising is the only industry in this vicinity except cutting hay and raising potatoes.

CONNECTIONS - The D. & R. G railway and a mail hack south, to CUZNIN, 80 miles once a week.

**Gunnison**—[Pop., 2,000; elevation, 7,649 feet; from Denver, 201 miles; Salt Lake City, 445 miles].—Is the seat of Gunnison county, and has become famous the world ever as the commercial center of an immense mining region; and as more eloquent pens than our "Faber" have sounded its praises throughout the land in well merited terms, we have little more to add than a plain statement of its present status, leaving out cold statistics and flights of fancy.

The valley of the Gunnison, according to our geologists, was once a great lake the waters of which cut their way through the rim of the great basin, thus forming the Grand cañon of the Gunnison river, one most wonderful in all its features. The soil in the valley is a light, sandy loam, and resting upon about 25 feet of gravel containing small boulders, at the bottom of which water of the best quality can be obtained. Surrounding this great valley, from 20 to 35 miles distant, are high mountain ranges where are situated the rich mineral deposits, and from which flow the Gunnison, Taylor, Ohio, Willow, Sapinero, West Elk, Beaver, Tomichi, and many other streams carrying an abundance of water, making this valley one of the best watered in the state. All these streams in their descent from the snow-clad mountains tend to one central point near the middle of the valley, where is located Gunnison City, which, from a geographical stand, is destined to be always the distributing point for the surrounding country. Along many of these streams vegetables are grown successfully, and wild grasses afford an abundance of hay that finds a ready market in the mining regions at good prices. On all the hills and in the mountains, the stock-raisers find an abundance of of the richest feed for their cattle and sheep, of which the country is well supplied.

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The altitude of Gunnison City is 2,456 feet *higher* than Denver, and 2,520 feet *lower* than Leadville. The city is located on a neck of land two miles in width, lying between the Gunnison river on the north and Tomichi creek on the south, about two miles above the junction of the two streams. The streets are laid out 100 feet in width, beside which streams of pure water are conducted and many shade trees planted, that in time will add materially to the beauty as well as the health of the city.

For the benefit of those who might desire to stop over in Gunnison, the La Veta house is the largest, finest and most complete hotel in Colorado, built of brick and stone, and cost upwards of $250,000.

Many of the merchants of Gunnison City are of the most substantial class, have large buildings of stone and brick, and carry very large stocks of merchandise of all kinds. Besides the mercantile class the city has two banks, an opera house, seating 500, a fine court building, several churches, three schools, three planing mills, several saw-mills, a foundry and machine shop, smelting works, ore-sampling works, half dozen hotels, chief of which are the La Veta, Palisades and Dawson; two newspapers, the *Review-Press* and the *News-Democrat*, together with the railroad round-houses and machine shops, which add materially to the business of the city. Besides the great mineral wealth in gold, silver and precious metals tributary to Gunnison City, are her coal mines, which are quite numerous. At Carbon mountain, 18 miles north, via Ohio creek, are large deposits of bituminous coal, which are mined and used in the city, and also in the adjoining towns. Anthracite coal is also found in several localities that is said to equal the coal of Pennsylvania.

Then there are immense deposits of iron ore and quarries of marble, granite and sandstone.

Timber is also abundant in the surrounding mountains, as well as game, both large and small, of all kinds; and trout—well, the Gunnison country is the trouts' home. Any ordinary tenderfoot can catch them.

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CONNECTIONS—The D. & R. G. railroad's Crested Butte branch, 28 miles to CRESTED BUTTE, where are located extensive quartz and placer mines; also iron and coal and coke ovens.

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The SOUTH PARK branch of the Union Pacific runs north from Gunnison City up Ohio creek through a settled country where wheat, oats, hay and potatoes are the principal crops raised, seven miles to TEACHOUT, three miles to HINKLES, three miles to CASTLETON, and three miles more to

**Baldwin**—[18 miles from Gunnison City].—Here are extensive deposits of coal, owned by the railroad company, who use large quantities and ship more.

From Baldwin a mail hack runs northwest to MT. CARBON, six miles, and thence to IRWIN, five and a half miles, six times a week.

Having concluded the Gunnison tour we return to Denver.



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**Side Tour No. 3**—FROM DENVER TO BRECKENRIDGE, LEADVILLE, RED CLIFF, GLENWOOD SPRINGS TO ASPEN.

Leaving Denver, as in tour No. 2, we follow the same route to Como, 88 miles from Denver.

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From Como our route is to the northwest up Tarryall creek, through the old placers so famous in 1860, and curving around on a spur of the mountains, climbing rapidly, we reach a point where the view of the South Park, Como, Jefferson, Kenosha, Pike's peak and the front range of mountains is most grand, covering a great extent of country, plains, valleys and a bewildering wreck of mountains—worth a long journey to behold.

**Boreas**—[Elevation, 11,470 feet].—Is situated on the summit of Breckenridge pass, ten miles from Como, on the "snowy range," the "backbone" of the continent. Should a bucket full of "Adam's ale" be emptied on the summit on this ridge, a short distance from the station, it would separate, one portion finding its way to the Gulf of Mexico, and the other to the Gulf of California.

There is little use for steam in descending the mountains for the next 12 miles to Breckenridge, except to manage the brakes, as we drop away in that distance, 1,946 feet, over 162 feet to the mile.

The route down the mountain is most tortuous; surprises come thick and fast. Our train whirls into deep and dismal gorges surrounded by firs and pines, ten-score feet in height, another whirl, and we are on the point of a rocky promontory which rises sheer 500 feet above a parallel track below; another whirl, a grand detour, and we are running back upon that parallel track; again we round a headland, the track is not there, it has dodged away up a long ravine only to double back upon itself, and so it goes. Four parallel tracks are to be seen at different times and places, rising one above the other on the face of pine-clad mountains, rugged in the extreme.

At points on this wild zigzag run down and around the mountain spurs, the scenic views are most marvelous. Mts. Fletcher, Quandary, Buckskin and many other towering peaks are in view to the west and southwest, while to the north the view of Mts. Gray and Torrey and Powell are very fine. In rounding one of the many bold headlands, the valley of the Blue river is suddenly brought to view, together with the city of Breckenridge, and thousands of acres of old and new placer mines. (*See illustration on next page.*)

During the season when work can be done, in nearly every ravine and gulch along the line of the road down the mountains where water can be stored for use, can be seen miners with their various devices washing the gravel and gathering the golden scales and nuggets for which this region of country is noted.

Probably there is not another stretch of railroad in the world that runs over more wealth in gold than the line from Como to Breckenridge.

**Breckenridge**—[Pop., 2,000; from Como, 22 miles; Denver, 110 miles; elevation, 9,524 feet].—The seat of Summit county, situated on the Blue river, on the western slope of the Rocky mountains, and is strictly a mining town.

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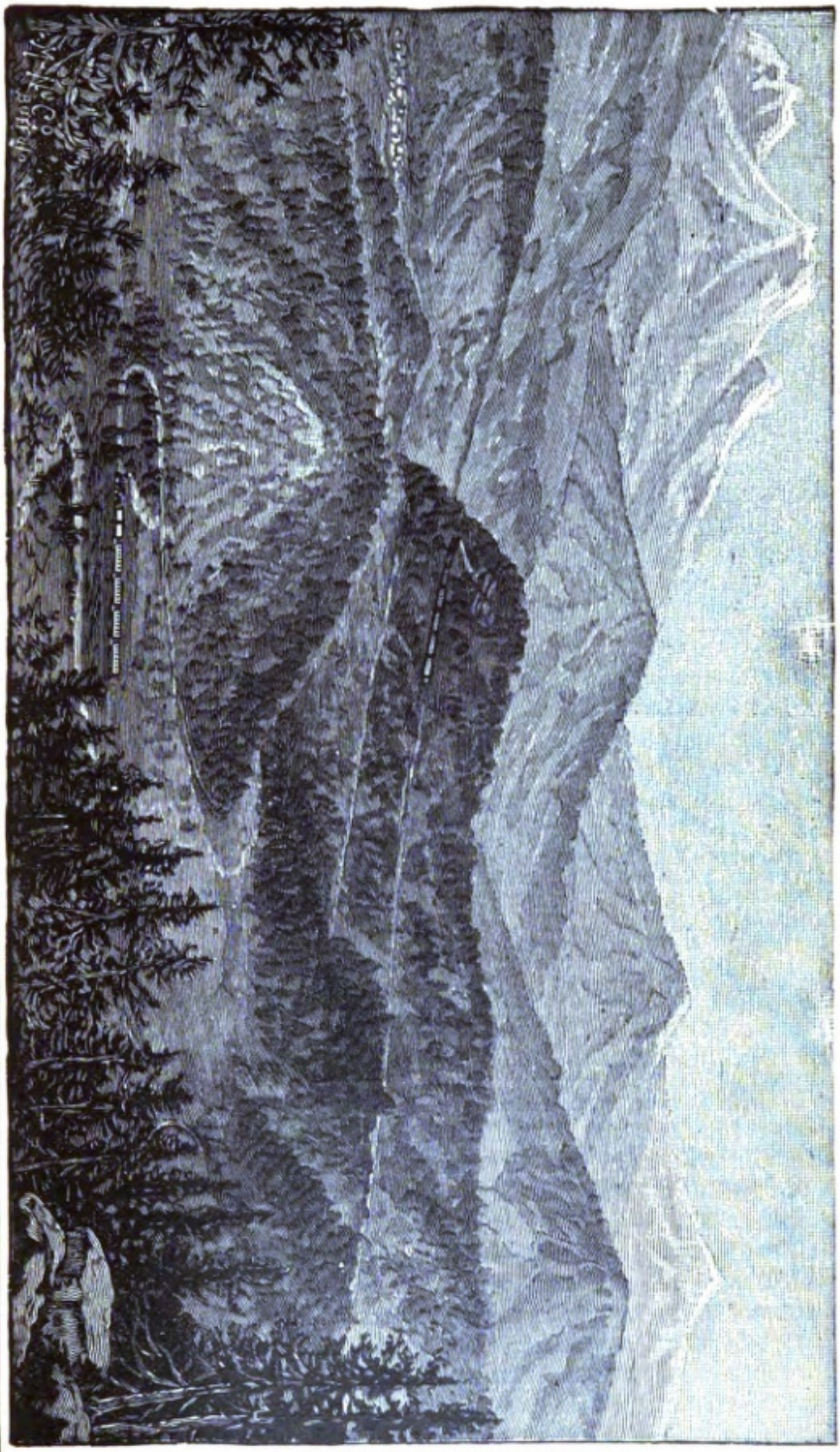

CROSSING BRECKENRIDGE PASS

As early as 1859–60 this region for many miles around and about, where the city is now located, was known as the Blue river placer diggings, and many stories of wonderful *finds* are recorded. At that time the whole country was alive with miners. French, Georgia, Iowa, Hamburg, Swan, Buffalo, Illinois and other gulches to the east and north contained thousands of gold-miners.

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In 1863–4 the placers were abandoned and supposed to have been worked out. The miners at that time knew nothing about hydraulic mining or quartz lodes and the old camps were deserted.

From the time of the rich carbonate discoveries at Leadville, of 1878–9, dates a new era in the mining industry in Colorado. It filled the whole mountain region of the state with prospectors and the hunt for rich quartz lodes and deposits commenced, and with what success the cities of Breckenridge, Silverton, Ouray, Red Mountain and many others stand forth as monuments—endorsed by milions in gold, silver, copper and lead added to the wealth of the country.

Breckenridge has all the requisite trade, religious and educational facilities and the latest improvements and luxuries of civilization. The Denver is the principal hotel, and the *Journal* and the *Leader* are newspapers published here.

There are several smelters, mills and sampling-works near the town; also extensive operations in hydraulic placer mining.

Breckenridge is surrounded by small mining towns and camps, whsre are located mills and extensive placer mining operations.

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CONNECTIONS—Mail hack: East to Lincoln, four miles, six times a week.

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From Breckenridge our direction is northward, down the valley of the Blue river, past mills, canals and placer mining on both sides. Sixteen miles brings our train to DICKEY. Here the KEYSTONE BRANCH continues down to DILLON, three miles at the junction of the Blue and Snake rivers, where it turns up the Snake eastward to KEYSTONE, four miles, at the end of the track.

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CONNECTIONS—At Dillon, "Bunco" railway, and mail hack down the Blue river northwest to COLOROW, 36 miles; KREMMLING, ten miles; thence east to TROUBLESOME, seven miles, and HOT SULPHUR SPRINGS (Middle Park), 12 miles, once a week.

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Connections are made at Kremmling with stages for the north and west.

At Keystone, mail hack east to the mining towns of MONTEZUMA, ten miles; CHIHUAHUA, three miles, six times a week; fare, $1.50 and $2.

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Leaving Dickey, our road curves westward and then to the south into, and follows up TEN MILE CAÑON (parallel with the track of the "Bunco" road, which extends from Leadville to Dillon), passing FRISCO and WHEELER, both small mining towns, and reach KOKOMO—[Pop., 500; elevation, 10,642 feet]—in 17 miles.

**Robinson**—[Pop. 500].—Is one mile beyond Kokomo, both of which are strictly mining towns. They are situated on the eastern slope of Sheep mountain, with the valley of Ten Mile creek to the eastward, which is a half to a mile wide, and covered with a heavy growth of wild grasses. The scenery is grand. To the east and south rise mountains to great heights; the most prominent peak is Mt. Fletcher, 14,265 feet above sea level. In the background Sheep mountain rises 12,648 feet; to the north, Gray's peak. Game of many kinds can be found in easy distance, such as deer, elk, bear, grouse, quail, hare, rabbits, etc.

The towns are well supplied with stores, shops of all kinds and many of the modern improvements of the times. There are three smelting works, one the largest in the mountains. The chief hotels are the Robinson at that town, and the Western at Kokomo.

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The quartz mines in the vicinity are counted up in the thousands, are all true fissure veins, and many very rich in carbonates, galena and sulphurites, averaging $180, and selected ore $800 per ton. The principal mines in the vicinity of Robinson and Kokomo are the Robinson, Wheel of Fortune, Snowbank, Forest Combination, Little Chicago, Hoodoo—lead ores—which run from $20 to $120 per ton. The Crown Point and Ruby—silver—$1,200 per ton. At Robinson is located one of the largest smelters in the mountains. Placer claims are also being worked in the vicinity, with more or less profit.

**Remember This!**—From a point to the westward of Robinson, reached in an hour's walk, a view can be had surpassing all words of description.

We have shown that the scenery on this tour is grand and of great diversity, but in our opinion, the crowning attraction in all Colorado can *best* be seen from this point—to the northwest—the

**Mount of Holy Cross**—Its summit is 14,176 feet above the level of the sea, and presents the appearance of a beautiful cross. No tourist or person visiting Colorado from any part of the world, or any person possessing a soul to appreciate the sublime and beautiful in nature, should fail to visit and pay their respects to this grand old mountain and its immense great white cross firmly implanted amid the eternal rocks by the hand of the Great Maker, as it were, a perpetual symbol of *purity*, *hope* and *redemption*.

From this same point many of the highest peaks in Colorado can be distinctly seen. To the eastward, Mts. Fletcher, Quandary and Buckskin; to the north, Gray and Torrey; to the southwest, Mts. Elbert, Massive, LaPlatte, Harvard and Yale; to the west, the Homestake and many others, including Aspen mountain.

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From Robinson it is three miles to CLIMAX, a small station on the summit of FREMONT'S PASS; altitude, 11,292 feet, the second in height on this line.

Soon after leaving the summit, close to the eastward Buckskin mountain rises sheer 2,904 feet above our head, and many lesser peaks stand forth, body guards, as it were, in bold array.

Continuing our journey, winding in, out and around the mountain fingers thrust out towards a lovely little valley that we are overlooking on the right, 14 miles and the "carbonate camp," Leadville, is reached.

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**Leadville**—[Pop., 11,500; from Denver, 151 miles; elevation, 10,185 feet] Is the seat of Lake county, and is one of those extraordinary productions of a mining country—one of those places that from a lone cabin becomes a village in a night, a town in a week, a city in a month, and a "booming" metropolis the first year, with numberless old prospectors, miners, capitalists, bullwhackers, stages, pilgrims, railroads, gamblers, and all classes of humanity, directing their course to reach the *new* El Dorado with all possible despatch.

Such was Leadville during the first year of its existence. Leadville was then one of the most cosmopolitan cities; there met and jostled people from every land and clime; the rich and the poor, the miser and the spendthrift, the scholar and the fool, the preacher and the bawd, the morose and the jolly, and the *look of all* seemed to say, "*we are here for dollars, not for health.*"

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Following this state of things Leadville had its *ups* and *downs*, caused by *mining sharks*, but at this time there is no city better governed or more permanently prosperous.

Commercially and in population Leadville ranks *third* in the state. The city has many fine brick business blocks, water works, stores and shops in great variety, eight smelting and reduction works, four foundries and machine shops, a score of hotels (chief of which are the Hotel Kitchen, Grand Pacific and Grand), together with churches, schools, secret orders, electric light, telephone, etc., and three daily and weekly papers, the *Herald-Democrat*, *Leadville Chronicle* and *Carbonate Chronicle*. Of mining companies! Well, really, there are hardly enough figures to enumerate them or the mines in the vicinity. The mining locations near the city number 30,000, and the out-put of ore is about 1,500 tons per day; but the production is from only about 50.

The Leadville Trotting and Running Association has a half-mile track four miles west, with good buildings and is well fenced.

The court house and post office buildings are fine structures, and would do credit to any city; then there are a great number of fine private residences. Of lumber yards there are ten, some of which do an immense business, each of which represents from one to three saw-mills in the county, besides buying largely in Chicago.

The city is surrounded by a number of mining camps which are tributary for business, and add materially to its prosperity.

The carbonate deposits about Leadville are enormous, extending over a vast area, said to be 60 miles in length from north to south by 10 miles wide, yielding in silver and lead from $30 to $2,000 per ton.

Leadville is situated on a gradual slope of the Mosquito range facing westward, and is six miles from the eastern base of the Saguache range, in which Mt. Massive is the central figure; altitude, 14,298 feet. At the base of this range are the pretty Evergreen lakes and several noted soda springs.

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CALIFORNIA GULCH, of 1860-fame, comes down from the eastern range of mountains on the south side of the city, along which are situated a number of smelting works and manufactories.

This "gulch" was one of the most noted in Colorado in 1859–62, during which years the placers yielded nearly $5,000,000, after which they were abandoned. Since the discoveries of carbonates, the old camp near the head of the "diggings" was christened Leadville. Companies have recently been organized, these old claims re-located, and preparations are perfecting to work over the ground by hydraulic process, but the scarcity of water is a great drawback.

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Leaving Leadville, we enter the attractive cars on the new broad gauge, Colorado Midland Railway, and start directly for the western mountains, climbing up and up, around the sides of Mt. Massive, 'mid the wildest of all wild and varied Alpine scenery in Colorado.

The engineer who first advanced the idea of seeking a route for this elegant train over the rugged Saguache mountains was indeed a bold projector, and no less enterprising were the promoters who furnished the millions of money to carry the work forward to a successful issue.

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While viewing the magnificent and varied scenery from the car window for over 100 miles, a stranger to the great mineral wealth hidden and being daily developed in these grand old mountains, might well wonder what necessity and incentive capitalists could possibly have in "squandering money" on so costly an undertaking. We will see!

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For full 25 miles our train continues its tortuous climb along the side of the rocky, jaggy and timbered mountain, alternately rounding its projecting spurs and heading off its deep and dismal gorges 'mid towering trees and everlasting snow until the summit is reached and we are standing upon the Continental Divide—from which flow the waters to the Gulf of Mexico and the Gulf of California.

From this great bald mountain, above timber line, where snow and ice ever rests, the scenic views are almost limitless, very beautiful, and as we roll along, of infinite variety.

Descending the western slope, passing a number of small mining camps, our train stops for a moment at Aspen Junction, 63 miles from Leadville, on Roaring Fork river, up which it turns, reaching, in 19 miles, the famous mining town of

**Aspen**—[Pop., 5,500; from Leadville, 110 miles; elevation, 7,775 feet]. Is the seat of Pitkin county, situated on the northern slope of Aspen mountain, on the south side of Roaring Fork river near the junction of Hunter, Castle and Maroon creeks. The old town of Roaring Fork is one mile distant on the opposite side of the river.

The city contains two banks, a sampling and two smelting works, a number of stone and brick business blocks, stores of all kinds, several hotels (chief of which is the Clarendon), four newspapers—the *Times*, *Democrat* and *Chronicle*, daily, and the *Sun*, weekly; a theater, three saw-mills, electric light and telephone; good schools and churches, etc.

Here are located some of the great mines of the state, and Aspen is considered one of the most prosperous and rich of the mining towns in Colorado. The hills surrounding the town are filled with veins of silver. The ore from many of them runs to $1,800 per ton. There are also placer mines near the town that are rich, and are being worked with much profit. The bullion yield for 1889 exceeded $8,000,000.

The developments of the Pitkin county mines up to this time have been of the most satisfactory character, showing that the rich ore-bodies are not confined to the group of mines which have made Aspen mountain famous in all mining circles. It is positively asserted, and apparently thoroughly demonstrated, that a belt of country 15 miles in width, extending from the Mt. of Holy Cross, in Eagle county, southwest through Aspen to Ashcroft and Sandy's gulch, gives a great contact belt 30 miles in length of true fissure veins, besides the various rich mining districts of Connundrum, Sandy, Maroon, Lincoln and Castle creeks—enough mineral to sustain a wonderful out-put until the coming of the millennium.

For years the great cry of the people at Aspen was for a railroad. They now have one first-class road, the Colorado Midland, and should be happy. Whether they are or not, they are shipping an immense amount of ore to the smelting works east, besides what can be smelted at home. Aspen is improving rapidly without "boom," and bids fair to make the most important camp in the state in population and wealth.

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In the vicinity of Aspen are quarries of beautiful red sandstone, which is largely used for building and flagging purposes.

Along the river and creeks near and tributary, are some good ranches, where oats, potatoes and all kinds of vegetables are grown to perfection and find ready sale at prices that would astonish a New England farmer.

Elk, deer, bear and many other kinds of furred and feathered game are abundant in the near mountains, and the trout snap at the bait in every little stream.

Aspen is 28 miles due west from Leadville, "as the bird would fly," 40 miles by trail, and by rail (the way we came), 101 miles.

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Leaving Aspen, our course is now down the Roaring Fork, along which are numerous "truck gardeners" who are generally very successful with their seeds, finding a ready market at the mines for all they can raise, and at good prices. A run of 42 miles brings us to

**Glenwood Springs**—[Pop., 1,500; from Leadville, 142 miles; elevation, 5,200 feet]—Is the seat of Garfield county, just below the cañon of the Grand, situated in a little park at the junction of the Roaring Fork and the Grand rivers.

It is a place of great promise, principally on account of the springs for which it has become noted. Some of the buildings are of stone and brick, but the greater number are of wood. Stores and shops of all kinds are here; also water works, electric light, telephone, etc., banks, churches, schools and hotels, chief of which are the Hotel Glenwood and St. James. The *News, Chief* and *Echo* are three daily papers published here.

The land about the city is rather limited, but in places along the Grand and Roaring Fork are many thousand acres of good agricultural lands, some of which are under cultivation producing good crops of oats, potatoes and vegetables; grass in all the valleys, and along the streams is vigorous and abundant, producing a large amount of hay. Stock-raising is also an important occupation of the settlers in this region, but the chief attraction, and the one on which for its future growth the place must depend is its WONDERFUL SPRINGS. The springs are numerous on both sides of the Grand, and are of undoubted medicinal character. It is said *all* diseases of the blood, rheumatism and skin diseases are wonderfully relieved and often cured. Some of these springs are very salt and too hot to bathe in. In one place where the waters run through a cave about 20 feet, a natural Turkish bath is afforded, where planks are laid to walk upon, and bathers can disport themselves on the rocks.

The hot, salt and sulphur springs are on the north side of the Grand river reached by a bridge, and are very numerous; some are close down beside the river, others are from 10 to 20 feet higher, with a great amount of crystallization all about them, the deposits of ages forming great basins from which the springs flow. Large and commodious buildings are provided at these springs for the accommodation of bathers. The main structure is 275 by 40 feet, and fitted up with porcelain tubs of the most approved kind; and the rheumatic, asthmatic, catarrhal and lung sufferers, without regard to age, sex, race, color or previous condition of servitude, do congregate here in large numbers.

COAL—Both bituminous and anthracite, is abundant in the region surrounding Glenwood, and is another great source of wealth.

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**Side Tour No. 4**—FROM DENVER TO BOULDER, BOULDER CAÑON, LONGMONT, ESTES PARK and FORT COLLINS TO GREELEY.

Each of the four cities above named are reached by two separate branches of the Union Pacific railway. Leaving Denver at 7:55 a. m., via the MARSHALL & BOULDER (narrow gauge). We take the route described in SIDE TOUR No. 1 to ARGO JUNCTION, three miles from Denver, thence running north, crossing Clear creek and a broad expanse of rolling prairie land well settled and cultivated, reach Boulder at 9:22 a. m.

**Boulder**—[Pop., 4,500; from Denver, 30 miles, via Argo Junction, and 47 miles, via Brighton; elevation, 5,335 feet].—The seat of Boulder county, situated at the entrance to the mountains, via Boulder cañon, on Boulder river.

Gold and silver mines in the mountains, great coal mines just south of the city, iron deposits, stone and lime quarries, agriculture, horticulture and stock-raising are the chief occupations of the citizens. Merchandising and all the usual occupations of an enterprising city thrive here, as well as the churches and schools.

Three ore-sampling works, one smelting furnace, one iron furnace, two flouring-mills, one foundry and machine shop, and a score of smaller manufactories are located here. The American and the Brainard are the principal hotels. The newspapers are *Herald*, daily and weekly; the *News and Banner*, weekly, and the *Sentinel*, weekly.

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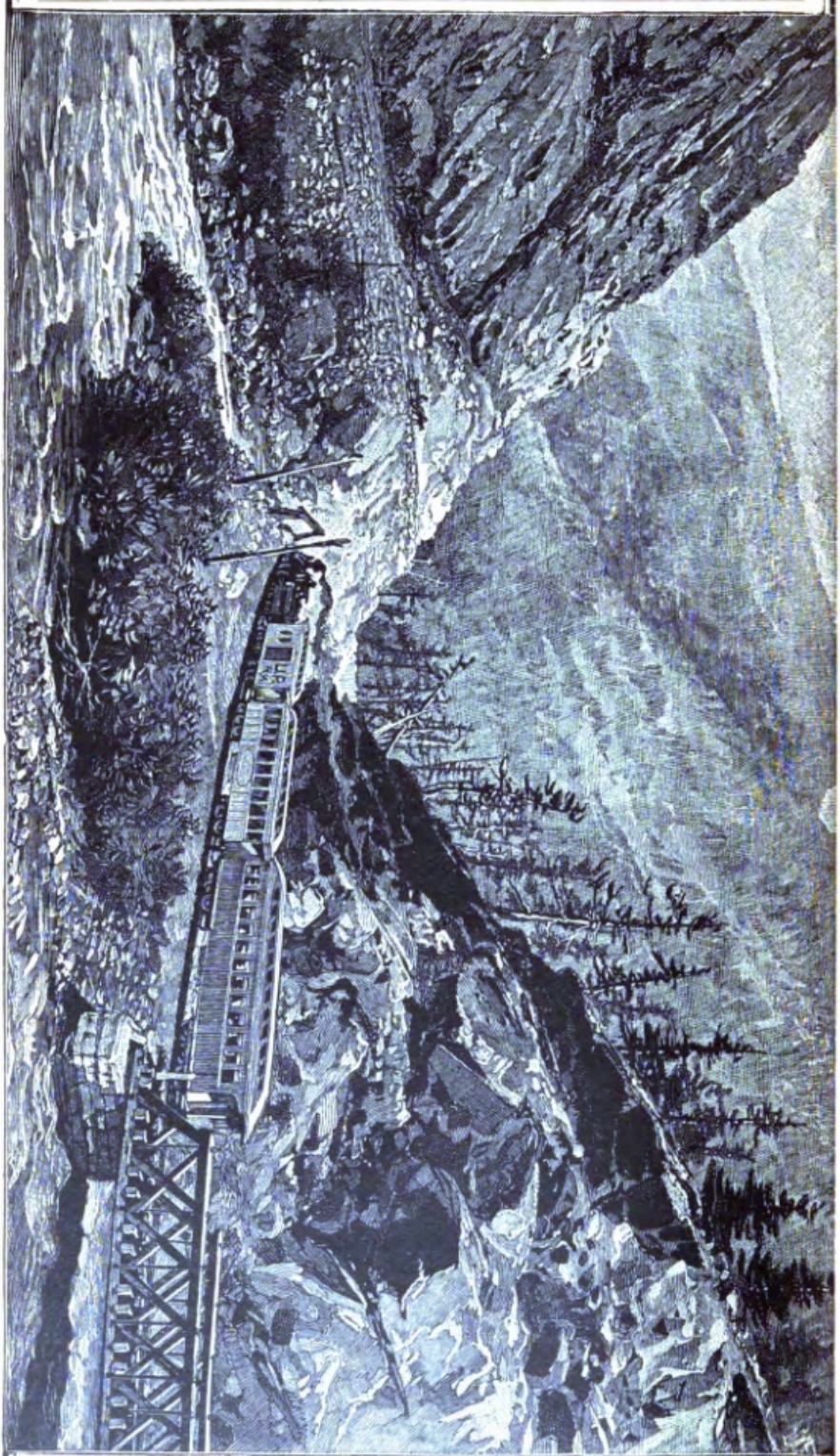

GOING UP BOULDER CAÑON.

CONNECTIONS—Mail hack: Southeast to LANGFORD, six miles, six times a week; to the north to ALTONE, situated on Left Hand creek, ten miles, six times a week; to the northwest to SUNSHINE, seven miles, six times a week; west to NEDERLAND, 18 miles, six times a week; southwest to MAGNOLIA, nine miles, three times a week. The SUNSET BRANCH (narrow gauge) of the Union Pacific system runs up Boulder river into the mountains, to SUNSET, 13 miles, passing *en route* ORODEL, three miles; CRISMAN, in three more; GOLD HILL, another mile and SUGAR LOAF in another, from which it is four miles to the end of the track at Sunset.

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The Sunset branch runs through a section devoted exclusively to mining and lumbering, and affords scenic views well worth a visit by the tourist.

BOULDER CAÑON—Has some magnificent scenery, besides being the outlet to the valley for some of the richest mines in the state. In the drainage of this cañon are located the Gold Hill, Sugar Loaf, Caribou, Pennsylvania, Snowy Range, Gold Lake, Ward, Central and other rich mining districts, containing numerous stamp-mills and reduction works, which yield a wealth of precious metals daily. The scenery of this cañon is noticeably wild and romantic, even in a country where nature has been so productive of surprising natural wonders. On either side rise the lofty walls, from 1,000 to 2,000 feet in height, their sides covered with verdure, save in spots where the rocks stand forth in naked boldness. Through the cañon rushes a noisy and turbulent stream, serving to enhance the attractions and break the solitude. Through its whole extent, a distance of 15 miles, the points of interest vie with each other in attracting the attention of the beholder.

Three miles up the cañon, and nearly encircled by it, rises the "Dome," a solitary and majestic mass of granite, 500 feet in height. Eight miles up is "EAGLE ROCK;" 10 miles, the "Falls," on the North fork, near its junction with Middle Boulder, whence they are reached by *trail* along the mountain side, a few hundred yards distant.

As the principal cañon views are not on the line of the railroad, it will be necessary for visitors to secure a carriage and driver at Boulder. Livery teams can be had to make a trip to the "Falls," ten miles and back, for $5, passing the most attractive feature of the cañon.

THE UNIVERSITY OF COLORADO—a noble institution, has a beautiful site upon the high grounds on the south side of Boulder river overlooking the city. The design of this school is to prepare teachers for the work of conducting the schools of the state, especially in the branches taught in the common schools. It is claimed that the climate at Boulder is all that could be desired—neither excessively warm in summer nor too cold in winter, and seems particularly favorable to the rapid development of the intellectual faculties.

THE COLORADO CENTRAL—Branch of the Union Pacific reaches Boulder via ARVADA and GOLDEN, winding around the Table mountains and foot-hills; distance, 36 miles.

THE BOULDER VALLEY—Another branch of the Union Pacific reaches Boulder via BRIGHTON (on the main line 18 miles north from Denver), ERIE and CANFIELD; distance, 46 miles.

Leaving Boulder our route turns to the northeast over the broad prairies.

**Longmont**—[Pop., 3,000; from Boulder, ten miles; Denver, 57 miles; elevation, 4,935 feet].—One of the most important towns in Boulder county, is situated on the high prairie, sloping to the southward, about half a mile north of the St. Vrain river, the waters of which are taken out seven miles west of the town and conducted in ditches over the high lands on each side of the river, producing large crops of wheat, barley, oats, corn and other cereals. Wheat

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in large quantities is shipped from *here*, besides what is ground in three mills *near*. Wheat often yields 30 bushels to the acre; oats, 50 bushels.

Brick is largely used in building, and many of the private residences and some business blocks are models in size and finish. The *Post* and the *Ledger* are weekly papers, and Zweck and the Occidental are the two leading hotels.

The streets of Longmont are broad, laid out at right angles and ornamented with shade trees of various kinds, and well irrigated, as are most of the gardens and residence grounds.

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CONNECTIONS—By rail: Denver, Utah & Pacific, "Burlington" system; from Denver, 33 miles; to LYONS, northwest, 11 miles.

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Turning north from Longmont, 11 miles, is BERTHOUD, a little station on Little Thompson creek, from which it is six miles to

**Loveland**—[Pop., 650; from Denver, 74 miles; elevation, 4,974]. Is situated on Big Thompson river.

---

CONNECTIONS—By rail: Buckhorn branch, northwest to ARKINS, seven and a half miles; also, mail hack, west to PINEWOOD, 19 miles; ESTES PARK, 13 miles; thence to MORAINE, five miles. Total to Estes Park, 32 miles, six times a week in summer and three times in winter.

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Since leaving Boulder, we have passed over a succession of rolling prairie ridges, small mountain streams and irrigating canals, through a rich farming country where the principal industries are agriculture, horticulture and stock-raising. Most of these ridges or divides are sufficiently low to enable the ranchmen to conduct the water from near the mountains in canals all over the land, and as the soil is naturally rich, the result is bounteous crops.

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**Estes Park**—[Elevation, 6,810 feet].—Is one of the most delightful summer resorts in Colorado, but the stage ride from Loveland, 32 miles, deters many from visiting it. The park or valley is ten miles north of Long's peak, about six miles long by four and a half miles wide, hemmed in on all sides by towering mountains. The tall spruce and pine trees in the park grow sufficiently near each other to afford a beautiful and cooling shade in the hottest days of the summer. This is one of those places seldom found in the mountains, where *all* the greatest attractions can be reached and enjoyed within easy reach from good hotel accommodations.

The hunting and trout fishing are *par excellence*. As for scenery! there is no adequate language to describe it. From the summit of LONG'S PEAK [altitude 14,270] the extent of vision would cover over 400 square miles, taking in every prominent peak in the San Juan, Sangre de Cristo, Sawache, Wind river, Uintah, and Rocky mountain ranges; but the ascent is difficult at best and sometimes dangerous, and should not be attempted except with ample outfit and an experienced guide.

From points within easy reach of the hotel, views can be had of the plains and valleys to the eastward, including scores of cities, towns and villages, bounded only by the horizon.

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**Fort Collins**—[Pop., 2,500; from Denver, 88 miles; elevation, 4,972 feet]. Is the seat of Larimer county, situated in the valley of the Cache-a-la Poudre, in the midst of great wealth in agriculture, horticulture, stock-raising, flagging stone, water-power, mills and manufactories.

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The county buildings, business blocks, opera house, banks, churches and school buildings and many private residences do credit to the taste and enterprise of the citizens. The State Agricultural College is located here.

The Tedmond and Commercial are the principal hotels. The newspapers are the *Courier*, daily and weekly, and the *Express*, weekly.

Here and on this tour can be seen the effect of irrigation; without water no crops can be raised.

An extensive system of irrigating canals and ditches conducts the water from the river over all the lands in the neighborhood and the most bountiful crops are raised therefrom. In summer picnic parties enjoy the cooling groves of cottonwoods along the river banks, and hunters and fishermen are afforded rare sport with the abundance and variety of game to be found in the mountains and streams within a day's "round-up."

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Since leaving Boulder our route has skirted the mountains affording scenic views of rare beauty, but here at Collins the view of the mountains and Long's peak, directly west, is very grand. What the city of Naples is to Mt. Vesuvius, Fort Collins is to Long's peak.

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CONNECTIONS—By rail: The Fort Collins and Stout branch west to LA PORTE, situated on the Cache-a-la Poudre river at the base of the mountains, three miles; south to STOUT, 11 miles, where are located extensive quarries of stone, large quantities of which are shipped to Denver and to the east—Missouri river cities. Also, mail hack northwest to LA PORTE, four miles; LIVERMORE, 16½ miles; thence southwest to ADAMS, eight miles; thence west, to ELKHORN, seven miles, and MANHATTAN, nine miles, six times a week; Fort Collins can be reached via Greeley on a branch of the Union Pacific.

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From Fort Collins, our road follows down the beautiful valley of the Cache-a-la Poudre, on the south side, through one of the most productive portions of the state to the town of Greeley, a beautiful place, situated on the DENVER PACIFIC branch of the Union Pacific railway, between Denver and Cheyenne — of which more hereafter.

"GOOD-BYE, COLORADO!"

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# TO
# THE GULF OF MEXICO
VIA
# THE TEXAS PAN HANDLE ROUTE
# UNION PACIFIC SYSTEM.

The Pan Handle system, before its acquisition by the Union Pacific Railway Company, was composed of three separate organizations, as follows: The Denver, Texas & Gulf [formerly the Denver & New Orleans]; the Ft. Worth & Denver City; and the Denver City & Ft. Worth, comprising 803 miles of main line and 24 miles of branches.

It is the *short route* by over 1,000 miles to the Gulf of Mexico and the Atlantic seaboard for passenger and freight business from the entire Northwest—from Oregon, Washington, Idaho, Montana, Utah, Colorado, Wyoming and the Western half of Kansas and Nebraska. We believe the time is not far distant when Pullman Palace Sleeping and Dining Cars will be run regularly between Portland, Oregon, the cities on Puget Sound, Salt Lake City and Montana via Denver to Galveston and New Orleans, and that the child is born who will see the line extended via Alaska to St. Petersburg and London, England.

Besides the immense possibilities of this line from through business, the resources immediately tributary for local business are second to none on the American continent.

We know you will say, "That is a broad assertion;" but, where will you find another 800 miles of railroad without finding from 10 to 50 per cent. of the route *unproductive?* On the Pan Handle line there is not *one per cent.* of country but will afford some kind of business for the road—as an agricultural, stock-raising and coal producing country it is *certainly* unequaled.

At the present time the train service on this branch consists of one through passenger train each way daily, leaving Denver at 8:15 a.m. and arriving at Ft. Worth the following day at 5 p.m., aggregating 25 miles an hour.

Day coaches are run between Denver and Ft. Worth and Pullman Sleeping and Buffet Cars through to New Orleans, via Ft. Worth, Houston & Texas Central and Southern Pacific Railways.

For grand scenic views!—well, if you think there are none on this line you are greatly mistaken. Come with us!

---

ALL ABOARD! is the command, and away southward speeds our train over Cherry creek beside a multitude of tracks, cars, mills, lumber yards, manufactories, car-shops, and shops of all kinds; then the tracks of several steam and motor railroads and finally to the higher prairie overlooking the valley of Cherry creek on the left, cross the great "High Line" canal and reach the little stations of CORONADO in seven miles, KENWOOD in five more.

**Melvin**—[From Kenwood, two miles; Denver, 14 miles; elevation, 5,734 feet.]—This is a small station on the west side of Cherry creek for the accommodation of a score or more of settlers living on the east side engaged in "truck farming." All the lands along the

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creek are very productive when irrigated; in fact, that would be the case with all the lands in this whole region could sufficient water be had for irrigating them.

About six miles after leaving Melvin our train crosses to the east side of Cherry creek, and leaving it to the right, commences to climb the high, rolling prairies, which are wholly devoted to grazing purposes.

**Parkers**—[From Melvin, eight miles; elevation, 6,020 feet.]—Is a small station, accommodating perhaps 100 people in the vicinity. It is near the foot of a heavy grade, up which will toil our "iron horse," gaining over 100 feet in altitude for the next eight miles, until we reach

**Hill Top**—[From Parkers, eight miles; Denver, 31 miles; elevation of the summit, 6,842 feet.]—This station is important only as it affords, from its high elevation, extended and unobscured views of a vast extent of country.

The great Rocky Mountain range, for nearly 200 miles in extent from north to south, stands out to view from this point as though only a few miles away, when, in fact, its base at the nearest point is fully forty and its summit over 100 miles distant. Long's Peak is that highest peak far to the northward, Gray's Peak is due west, and Pike's Peak to the southwest, while far, far away to the southward are the Spanish Peaks, near which we will be in about five hours, as they are 120 miles away.

---

From Parkers to Hill Top, and for the next 30 miles the country is very broken, with scattering pines around the rocky crags and knolls, with here and there a little park, a little valley, a little trickling stream and a little patch of land cultivated as little as possible. Cattle, sheep and horses range the whole country at will. Game, such as deer and antelope, once abundant, are now seldom seen.

Leaving the summit, we find a down grade and a crooked road-bed while descending to the valley of Running creek, where we meet—face to face—

**Elizabeth**—[Pop. 500; from Hill Top, seven miles; Denver, 39 miles; elevation, 6,604 feet.]—Stock-raising is the chief industry, with lumbering for second place, as there is quite a belt of timber to the eastward tributary to this station for market.

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CONNECTIONS—Mail hack daily, except Sunday, to KIOWA, eight miles; fare 50 cents.

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Following up Running creek, and winding around among the rough and broken country, we pass the side-track of CAMERON [elevation, 7,022 feet] and descend into the valley of Kiowa creek to

**Elbert**—[Pop. 300; from Elizabeth, 13 miles; Denver, 48 miles; elevation, 6,870 feet.]—The seat of Elbert county, on Kiowa creek, along down which are a few farms; but the chief industry is stock-raising. When the settlers along this stream construct a system of storage reservoirs, and save the surplus water from the winter snow and spring rains, they will be enabled to irrigate several hundred thousand acres of the best farming land in the State, extending

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the length of the stream to "Fremont's orchard." The same could be said of Running creek, and the cost would be trifling compared with the advance of property along the route of the canals and annual crops produced by irrigation.

Continuing to ascend, in six miles we pass the side track of SIDNEY [elevation, 7,190 feet], and soon reach EASTON SUMMIT [elevation, 7,426 feet], the highest point on the entire line.

**Easton**—[Pop., 250; from the Summit, two miles; Elbert, 12 miles; elevation, 7,380 feet.]—Situated just over on the southern slope of the "divide" which separates the waters flowing northward to the Platte river and southward to the Arkansas. The site of the town commands a most extended view to southeast, south and westward. The landscape is one broad, rolling prairie, dotted here and there by the homes of the settlers and their herds and flocks, while in the far distance rises the great Rocky mountain chain, snow-capped from October to June.

Almost any day in summer the spectacle of a "Storm in the Rockies" can be viewed from this vicinity. The black and threatening clouds will rise, as though by magic, from behind some towering peak, and with its thunder roar and lightning flash sweep around the gray old crags for a few moments with a deluging and terrific force, then pass away over the prairie in fleecy folds. At times, for many hours, these storms will appear along the "range," separated by long distances; occasionally they reach out upon the plains, are very wet and accompanied by hail, but are of short duration. Should one get caught out in one of these storms with his "best girl" his thoughts would naturally revert to "home and heaven."

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**Falcon**—[Pop., 200; from Easton, 10 miles; elevation, 7,000 feet.]—Situated on the broad prairie, at the junction of the Chicago & Rock Island Railroad branch from Kansas City to Colorado Springs.

The settlers in the vicinity are mostly stock raisers; yet there are a few who try to raise crops without irrigation, but the general results are not conducive to morality; however, the Falcon *Herald*, published weekly at this place, can be depended upon to guide these people for their general good.

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When we made our first pilgrimage across these lands, in July, 1860, they were covered by immense numbers of antelope, some deer, a few buffaloes, many coyotes, and numerous roving bands of Indians. Now, 1890, nary Indian, buffalo, or deer are to be seen, and very seldom an antelope or wolf. It's a notable fact when the Indian goes all the large game goes, or they vanish on the march of the white man.

---

Leaving Falcon, our course is more to the westward, up a heavy grade, rising 760 feet in four miles, to BIERSTADT, where the famous painter of that name once stood to sketch his most admirable painting of Pike's Peak. Four miles further of down grade and we stop at

**Manitou Junction**—[From Falcon, eight miles; Denver, 82 miles, Colorado Springs, nine miles; elevation, 6,492 feet.]—At this station the regular through train for the gulf turns to the southward, and all passengers for Colorado Springs, Colorado City, Manitou and Pike's Peak will need to "change cars," taking the waiting train standing to the right of the depot.

Come along, let us take a run over this branch. Our course is westward, directly for the mountains. The country is a rolling prairie, well grassed and well stocked with horses, cattle and sheep that range here and in the adjoining hills to the northward the year around, without other feed or special care.

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**Colorado Springs**—[Pop., 12,000; elevation, 5,992 feet; from Denver, 91 miles; Pueblo, 45 miles; Manitou, five and a half miles.]—Seat of El Paso county. This city was laid out in July, 1871, and settled by the

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# TEXAS & PACIFIC RY. TO Colorado Montana Utah Idaho Wyoming

THE growth of Colorado and the Northwest in popular favor as a resort during the summer months has been marvelous. Assurance is felt that here at least there is immunity from the oppressive heat. Not only this, but tourists are in the midst of the grandest scenery on the Western Continent, and, in fact, the equal of any to be found elsewhere on the face of the globe. The chief glory of this region is that the visitor is not confined to any particular neck of woods. He may travel as much as he pleases, but wherever he goes there is some new charm, some new grandeur to surprise and delight. One season nor a dozen do not exhaust the wonders. Colorado is a whole state of resorts and points of interest. Its marvels are exhaustless. Montana, aside from the Yellowstone Park, has enough of grandeur, but with it, it is matchless. It is a museum of monstrous nature. The climate of Utah and Idaho, with their mountains and sunny valleys, has recently brought this region into prominence as a health zone, and for this purpose it is as much sought after as for the splendors of its scenery and immunity from heat.

The Texas & Pacific is the most advantageous route to take to reach this region from the Southeast. It passes through the sugar plantations of Louisiana, the rich cotton and grain belt of Northern Texas, which is unsurpassed in productiveness, and is the direct line to the Northwest resort region, connecting at Fort Worth with the Fort Worth & Denver City division of the Union Pacific Railway, making the shortest possible route from all points in the Southeast to Colorado, Montana, Utah, Idaho and Wyoming.

For further information as to rates and routes, call on or address

**J. H. WORD, Traveling Passenger Agent, Atlanta, Ga.**

**A. S. GRAHAM, Passenger and Ticket Agent, 47 St. Charles St., New Orleans.**

**GASTON MESLIER,**

**General Passenger and Ticket Agent, Dallas, Tex.**

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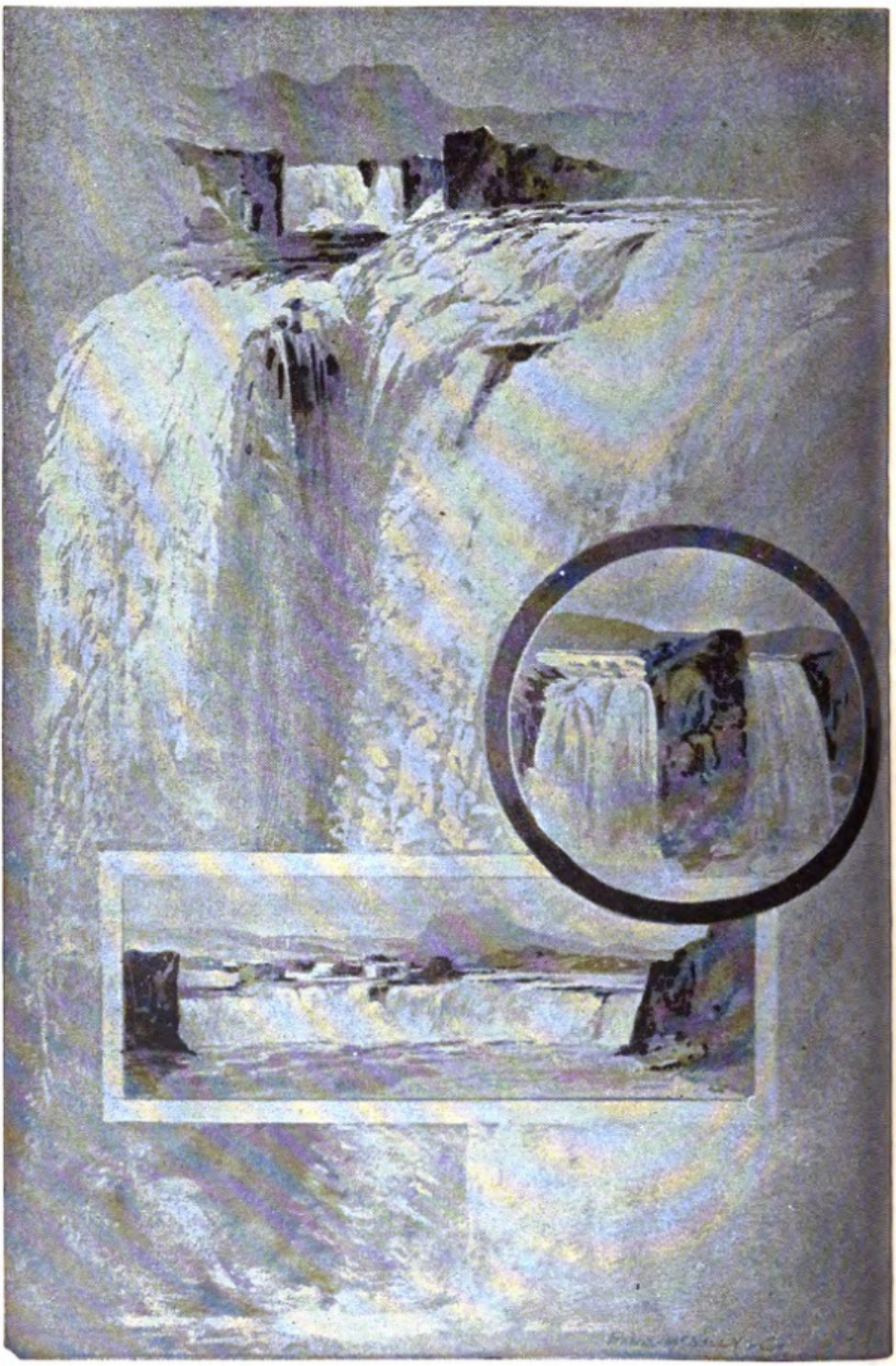

SHOSHONE FALLS SNAKE RIVER.

See Page 206.

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LATEOURELL FALLS.

SEE PAGE 248.

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# THE REED HOTEL, Ogden, Utah.

**HEADQUARTERS FOR TOURISTS.**

One of the most elegant and finely appointed HOTELS in the western country.

Grand dining room on the top floor. Steam elevator, electric bells, and rooms en suite.

**McMILLEN & DEMING HOTEL CO., Proprietors.**

---

# THE PORTLAND,

**PORTLAND, OREGON.**

**CHAS. E. LELAND, Mg'r.**

A new Hotel, containing all modern improvements; every room lighted by electricity; light and airy; heated by steam; open fire-places, bath en suite, and on every floor, elevators.

## GEM OF THE PACIFIC COAST.

---

# WALKER HOUSE.

**FIRST-CLASS EUROPEAN HOTEL,**

in connection with which will be two of the finest Restaurants in the city, open from 6 A. M. until 12 P. M., and as my aim shall be to cater to the wants of the very best trade, the table and cuisine will be the very best the market affords, with a skilled chef and a corps of attentive waiters, and as the entire hotel will be under my personal supervision, I can guarantee entire satisfaction to those that favor me with their patronage. An important feature will be

## THE CAFE ANNEX.

Feeling that Salt Lake City can and will support a first-class European Hotel, leads me to make this change, and as the long record of the Walker is a suitable guarantee for the comforts of the tourist and traveling public, I bespeak a share of your patronage.

**G. S. ERB, PROPRIETOR.**

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Fountain colony. It is situated on a high broad plateau to the east of and about one-half a mile above the junction of Monument creek from the north, with the Fountain Qui Bouille, from the west.

The citizens have erected some fine buildings, which include a college, churches, banks, schools, hotels, opera house and many private residences. The streets are 100 feet broad and the avenues 150 feet, with sidewalks 12 feet wide. Along the avenues rows of trees have been set out near the sidewalks and little streams of water are rippling along beside them, from the large canals built by the citizens for irrigating purposes. Colorado Springs, like Greeley, is a temperance town, so organized that parties purchasing lots forfeit their purchase if they sell liquor on the premises; and unless you can procure a physician's prescription, or know how to "stand in" with the druggists, not a drop of liquor can be obtained; but then the Manitou springs are only five miles away, and the waters are to be had at the hotels, where it is brought fresh every day, for the accommodation of the guests. The waters exhilarate, but do not intoxicate. There are several hotels; the Antler's, Alamo and Grand View are the principal ones. The newspapers are *Gazette*, daily and weekly, and *Herald*, weekly. The scenery viewed from Colorado Springs is exceedingly grand. To the west "Pike's peak" rises in full view, from base to summit; altitude, 14,336 feet or 6,308 feet higher than the city. In the vicinity are some of the most delightful drives and rambles; Manitou, five miles; Garden of the Gods, three and one-half miles; Cheyenne cañon, five miles; summit of "Pike's peak," 15 miles, etc.

One finds here an out-door life agreeable and delightful throughout the year, there being few days when it is not pleasant to ride or drive. The livery service is excellent, and charges moderate, and since the natural roads are uniformly in order the scenic wonders of the region are viewed under the most agreeable circumstances.

This city has become of late one of the most attractive summer resorts in America. Here the tourist, invalid or pleasure-seeker finds an agreeable resting place, with every variety of interesting, instructive and charming scenery. The residents for the most part are cultured people, drawn from all sections of the world. Most of the visitors at first express surprise to find a city the size of Colorado Springs in the heart of what they had expected to find the "wild west," that contained *no saloons*. Scenery and climate are not all the attractive features of a residence or sojourn in this city; the superior public and private schools are ample; the Colorado college offers a complete collegiate education, while in a gem of an opera house are often rendered the most popular operas and productions of the most celebrated authors known to music and the drama.

CONNECTIONS—Besides the trains via the Denver, Texas & Ft. Worth, the Missouri Pacific, Midland, Atchison, Topeka & Santa Fe, and D. & R. G., all run regular passenger trains daily.

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The Midland Railroad Co. in 1885 commenced the construction of their road westward from this place, via Ute pass and South Park, to—don't know, no "fella can find out;" but so vigorously was the work pushed that their trains were running to Leadville in 1887, into Aspen in 1888, Grand Junction in 1890, and perhaps Portland, Oregon, next year. *Quien Sabe?*



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It is generally understood that the Midland is an Atchison, Topeka & Sante Fe branch—however that may be, the Midland reaches Denver via the Atchison track.

**Colorado City**—[Pop., 3,000].—Is two miles west of Colorado Springs, and can be reached by either the cars of the Midland railroad or street cars.

Here was the first settlement in the "Pike's peak country" in 1858, and here the first capital of the territory was located. The town is situated on a high plateau, directly facing Pike's peak, on the north bank of Fountain Qui Bouille creek. The car and machine shops of the Midland railway are located here, also flour and plaster mills. Valuable stone quarries are near, and large deposits of the finest hydraulic cement in the state. Where irrigated, grain, potatoes and all kinds of vegetables grow to perfection. Some fine fruit is also raised. Electric lights, telephone, etc., are here, also a weekly paper, the *News*.

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**Manitou**—where are located the celebrated springs of that name, is in El Paso county, five miles due west of Colorado Springs. It is situated on Fountain Qui Bouille creek, at the very foot of Pike's peak, in as romantic a little nook of the mountains as one could imagine.

This Saratoga of Colorado possesses springs more renowned for their medicinal qualities than those of the Saratoga of New York, while for climate and scenery, Colorado can discount New York in the ratio that the sun would a "tallow dip."

These springs are six in number, named Manitou, Navajo, Ute-Soda, Shoshone, Iron Ute and Little Chief. Prof. Loew, of Lieut. Wheeler's exploring expedition, gives the analysis of the different springs as follows:

THE MINERAL SPRINGS AT MANITOU.

In 100,000 parts of spring water are contained—

| OF | Navajo. | Manitou. | Ute-Soda. | Shoshone. | Iron Ute. | Little Chief. |
|---|---|---|---|---|---|---|
| Carb. of soda | 124.69 | 56 26 | 23.82 | 88.80 | 59.34 | 15.16 |
| " of lithia | 0.24 | 0.25 | trace. | trace. | trace. | trace. |
| " of lime | 129.49 | 111.00 | 40.00 | 108.50 | 59.04 | 75.20 |
| " of magnesia | 31.66 | 20 51 | 6.10 | ..... | 10.50 | 13.01 |
| " of iron | ..... | trace. | 1.40 | ..... | 5 08 | 1.30 |
| Sulph. of potassa | 16.21 | 13.35 | trace. | 5.12 | 7 01 | 6.24 |
| " of soda | 18 42 | 19.71 | 12.24 | 37 08 | 30.86 | 51.88 |
| Chlo. of sodium | 39 78 | 40.95 | 13.93 | 42.12 | 31.59 | 47.97 |
| Silica | 1.47 | 2.01 | trace. | trace. | 2.69 | 2.22 |
| Total solid constituents | 361.60 | 260 00 | 97.49 | 281 62 | 210.87 | 213.48 |
| Gases | ..... | Free carbonic acid. | | | ..... | ..... |
| Degree of Fahr | 50.2 | 56 | ..... | 48 5 | 44.3 | 43. |

The waters of these springs, the pure air and life-giving climate, the wonderful Alpine cañon, valley and plains scenery, the hunting attractions, the gathering of petrifications and fossils, together with the delightful rambles and refined society among the citizens and at the hotels, have made "Manitou, Colorado," known throughout the length and breadth of our whole country, and we might say the *world* for that matter, as, by a glance at the hotel

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registers in the tourist season names will be found indicating visitors from almost every nation, land and clime, so *widely* and *favorably* has this *place become known*.

The scenery surrounding Manitou is *immense* and very beautiful. Some of the most interesting objects of interest, with their distances from Manitou, are: Garden of the Gods, three and one-half miles; Glen Eyrie, Queen's Cañon, Devil's Punch-bowl, five and one-half miles; Cheyenne Cañon and Seven Falls, ten miles; summit of Pike's peak, nearest trail, ten miles; Petrified Trees, 15 miles; Monument Park, with Mammoth Anvil, Dutch Wedding, Vulcan's Workshop and Dunce's Parliament, ten miles; Ruxton's Glen, Iron Springs and Ute pass, one and one-half miles.

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It is not generally known, but Manitou as a *winter resort*, has many claims worthy of *special* consideration particularly by invalids. It is sheltered from the cold northwest winds, which are the prevailing winds of Colorado, and being thus sheltered in a cosy glen is far more pleasant and comfortable than any of the towns and cities located on the open plains, where they are fair to the wind. The gravelly soil of Manitou is an insurance against alkali or disagreeable dust to irritate the throat and lungs; its admirable sewerage system, the pure still atmosphere, the bright warm sunshine, the finest mineral waters, the long enchanting twilights, the quiet seclusion (although within call and having speaking facilities with the whole outside world), and the equable climate, are advantages that when known will certainly tend to keep the hotels and cottages as full in winter as in summer.

From the little log cabin of 1860, where the writer was wont to mix a little cream tartar with the water of the Navajo spring for rising his bread and "slapjacks," Manitou has grown to be a city. varying between winter and summer of from 500 to 2,000 population. Along the main street are stores and fancy shops of all kinds, and livery stables where the finest turnouts can be had to visit the attractions in the vicinity. The pure waters of Fountain creek ripple through the place, along the banks of which are many trees —cottonwood, pine, cedar and willow. Cosy little cottages peep out here and there from among the trees, rocks and gulches as though afraid their secluded retreat would be discovered. An elegant bath-house, recently erected, is a new attraction and consists of 18 bath-rooms provided with porcelain-lined tubs, used only for soda baths, and a plunge 32 feet square and four and one-half feet deep. The building is roomy and well fitted and furnished for the comfort and convenience of visitors. Many new buildings have been added to the town, several hotels erected and others enlarged, and yet, often the demand for accommodations exceeds the supply. There are now six large hotels, the Barker, Manitou, Mansion, Cliff, Sunny-Side and Iron Springs, besides several small hotels and cottages and boarding houses in scores. The Cliff is open winter and summer.

PIKE'S PEAK—Until recently has been reached only by pack animals over a tortuous trail, but during 1888 a wagon road was constructed which winds around the mountain on a zigzag but uniform grade. The company constructing the road ran carriages over it—when ordered by visitors desiring to make the ascent—

---

**With some a *pass*-ing acquaintance with a railroad man is an *annual* feast.**

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charges, $5 for round trip. Parties desiring can hire saddle animals or carriages and drive themselves to make the ascent, for which a moderate toll is charged.

The Manitou & Pike's Peak Railway, a recent organization, commences at a point just above the Iron Springs and runs to the summit of Pike's Peak. The road is about 8¾ miles in length. The average grade is 18 per cent., the maximum being 25 per cent. and the minimum 8 per cent., with 16 degrees curvature. The rails are the standard T rail, with a double cog-rail in the center, weighing 110 tons to the mile. Each engine has three cog and pinion appliances, which can be worked together or independently; in each cog appliance is a double set of pinion brakes that work in the cog, either of which when used can stop the engine in 12 inches going either way, on any grade and at a maximum speed of eight miles an hour. Fare for "round trip," $5.00.

We shall not attempt to describe the views from the summit of the peak, as it is impossible to convey to the mind of the reader more than a faint idea of the extent and beauty of the scene.

The ride up the mountain is a delight; the grand spread of plains, valleys and mountains affords views second only to those obtained after reaching the summit of the peak.

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GAME AND FISH—Are not as abundant as formerly, but by going from five to ten miles away, game as *is* game can be found. For fine trout take a run up over the Ute pass road onto the South Park slope, and you will find every little stream is alive with them.

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**Garden of the Gods**—Situated midway between Manitou and Colorado Springs. It is a singularly wild and beautiful place to which some poetic individual has given the title which heads this paragraph. Two high ridges of rock rise perpendicularly from the valley to a height of 330 feet, but a few yards apart, forming a lofty enclosure, which embraces a beautiful miniature valley which seems to nestle here away from the gaze of the passers-by in a quiet, romantic grandeur.

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Returning to Manitou Junction, we again start southward; a few minutes' run brings us to a point overlooking Jim Creek cañon, on the left where General Fremont made camp for a few weeks during his early explorations. Close to the west of the cañon on the prairie can be seen the military wagon road of early days, extending from Santa Fé on the south to Ft. Laramie on the north. Where we cross it it is still well defined.

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**Franceville Junction**—[Pop. 50; elevation, 6,022 feet.]—Here we find the first of five branch roads leading to coal mines. They are:

FRANCEVILLE BRANCH—To Franceville [pop. 300, 4 miles], capacity of mine, 750 tons per day.

CHICOSA BRANCH—To Forbes [pop. 400, 3 miles], capacity 800 tons per day.

VICTOR BRANCH—To Hastings [pop. 500], capacity 900 tons coal and 100 tons coke per day. Runs 50 coke ovens.

GREY'S CREEK BRANCH—Chappell [pop. 50], capacity 400 tons coal per day.

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MAXWELL BRANCH—Includes Sopris, Thompsons, Martinson and Maxwell. Aggregate population, 1,300. Capacity, 1,750 tons coal and 250 tons coke per day; run 150 coke ovens.

Aggregate per day of all branches: Coal, 4,600 tons; coke, 350 tons.

From Franceville Junction our route is southward over the broad prairies, eight miles to FOUNTAIN [population 350], situated on the Fountain Qui Bouille creek, from which small stream the settlers conduct the water for irrigating their otherwise arid lands. Where irrigated, good crops are produced. Continuing down this creek, the stations are of little importance. They are: LITTLE BUTTES [five miles], PINON [12 miles], NESTON [five miles], and then PUEBLO [eight miles]. All along this creek the improved lands are limited by the water supply available for irrigation, which is not one-tenth the acreage; the balance and the back country is devoted to stock-raising. These lands are all known as "Sage-brush lands."

**Pueblo**—[Pop., 25,000; elevation, 4,650 feet; from Denver, 125 miles; Kansas City, 635 miles; Canon City, 41 miles; Leadville, 159 miles; Trinidad, 191 miles; Ft. Worth, 679 miles.]—It is the seat of Pueblo county, situated on both sides of the Arkansas river, just above the mouth of Fountain Qui Bouille creek.

Of late years Pueblo has become a prosperous and enterprising city; it is provided with all the modern improvements and ample railroad facilities. It has large ore smelting and sampling works, iron works, the largest steel rail plant in the West, besides scores of manufactories of many kinds, both large and small. The different religious denominations, schools and secret orders are all fully represented, as well as the hotels and newspapers. The principal hotels are: The Grand, Numa, Victoria, Farriss and Laclede. The *Chieftain* and *Press* are the principal daily newspapers. There are quite a number of large wholesale houses, as well as retail establishments, that do an immense business. Stone and brick enters largely into the construction of buildings, there being some very large business blocks, hotels and private residences built of those materials. In short, the citizens of Pueblo are well provided with all the comforts and luxuries of life, are proud of their city's progress, and stay here because they want to. Pueblo is the center for a vast extent of agricultural, stock-raising, oil-producing and mining country. It is a regular meal station, where all trains stop 20 minutes, and is the best on the whole line.

Leaving Pueblo, our train finds its way to the table-land, passes the great steel works at BESSEMER [two miles], and speeds away to the southward over the broad prairie.

The Greenhorn range of the Rocky Mountains is on our right, 30 miles away, with Greenhorn Peak as a central figure. There is little to interest the traveler for the next 75 miles. The stock-raisers possess the country, and their horses, cattle and sheep freckle the landscape in every direction. The stations are of little importance to the traveler. They are, from Bessemer, MESA [two miles], SAN CARLOS [four miles], VERDE [five miles], SALT

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