

be much more direct; and could be built in less time, and with much lower maximum grades than any of the other routes surveyed.

The route as located, leaves the valley of the South Platte, at the mouth of Lodge Pole Creek, opposite Julesburgh, and follows up the valley of that creek about one hundred miles, when it crosses obliquely the divide between Lodge-Pole, and Crow Creeks. And thence across Crow Creek to the divide between that stream and Lone-Tree Creek, which divide it follows to the summit of the Black Hill Range at Evans' Pass. From the summit it follows down the southwesterly slope of the Black Hills to the Laramie Plains.

Beyond this nothing has been decided upon with reference to the location, although several routes have been surveyed to the eastern line of California.

This location leaves Denver city about one hundred miles to the south of the main through line of the Union Pacific Railroad; but a branch road, over a very good route, may, and probably will be constructed from Denver and the rich mineral regions of Colorado, to the main line, within one or two years.

The route through Denver and Berthoud Pass was found to be comparatively impracticable—and the Company could not consistently bend the line nearer Denver, without discriminating too much against the through business of the road.

The staging from the end of the track to Denver is now reduced to from thirty-six to forty hours; and a fast freight line has been established for the transportation of freight, from the end of the track to any point in the western Territories.

The track laying was suspended in December, at a point three hundred and five miles west of Omaha, on