

II.

DENVER CITY TO GOLDEN CITY—IDAHO—EMPIRE CITY, AND BERTHOUD PASS—VALLEY OF CLEAR CREEK—MINING OPERATIONS—SCENERY OF THE ROCKY MOUNTAINS.

EMPIRE CITY, COLORADO, *September 19, 1866.*

Hon. Jesse L. Williams, one of the Government Directors of the Union Pacific Railroad, and myself, accompanied on horseback by Mr. P. T. Brown, the Assistant Engineer, who had been making the surveys for the road through this wild and forbidding portion of the route, started out from Denver on the morning of the 17th, in a comfortable covered carriage, drawn by a pair of lazy, broken down mules, these being considered the most safe and reliable for the rough mountain roads we were to traverse. The *outfit*, as all conveyances are designated in this country, was under the special charge of Mr. Brooks, a most venerable and experienced mountaineer and driver. Our objective point was Berthoud Pass, and our route lay up the Valley of Clear Creek, or as near it as the road would allow us to travel.

From Denver, the base of the mountains appears so near as to invite a short morning walk to them before breakfast; but we only reached them after a long two hours' ride of twelve miles, behind our "safe and reliable" mules, over the intervening plains. We entered the somewhat broken and irregular base of the first range, or Table Mountain, as it is called, through the opening made by the Valley of Clear Creek, instead of by