

ucated," many a "red brother" would get a shot—to him unawares—which would send him to his "Happy Hunting-ground."

As we pass along to the next station, 10 3-10 miles, the passenger will note that our direction is nearly north, with the bottom lands getting narrower as we proceed.

Warren—This is simply a side-track, where trains seldom stop. The grass here is short and thick on the upland, and coarse and tall on the bottoms.

Sand-hills close in on the right, and the river on our left, as we proceed eight miles further to

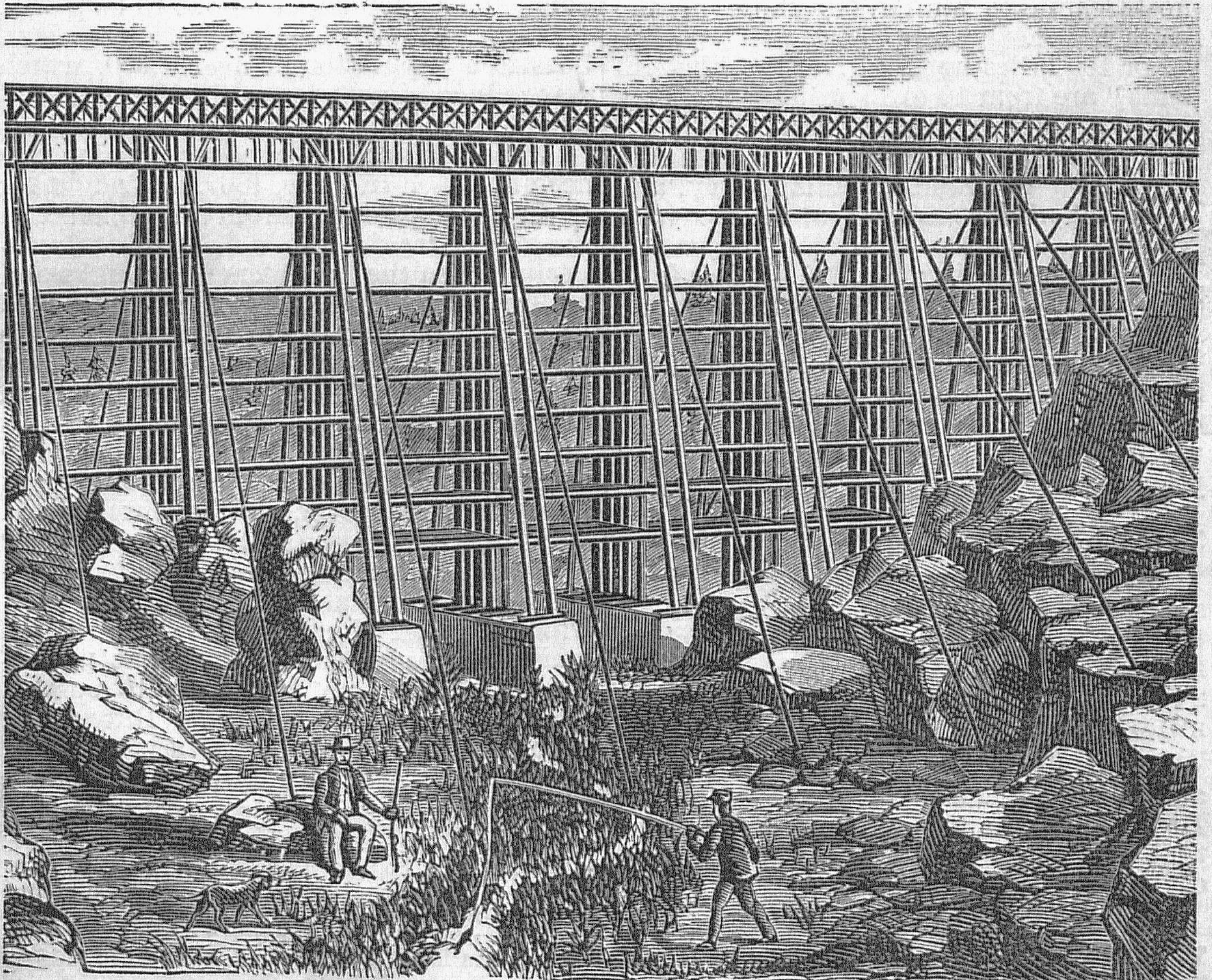
Brady Island—This station derives its name from an island in the Platte River, which is of considerable size. In early times many wandering bands of Indians were wont to pass through this part of the valley, as this is one of their favorite crossings.

From this station to the next, it is 9 1-10 miles.

McPherson—is a military station, five miles from the Platte River, and seven miles from old "Cottonwood Springs" on the opposite side of the river, with which it is connected by a bridge, a great improvement on the old ford.

The country round about is well watered, and some timber on the bottoms can be obtained for all necessary purposes. A large amount of fine meadow land adjoins the station, from which are cut thousands of tons of hay that are either sold to the Government at the fort or shipped up or down the road.

FORT MCPHERSON—is situated on the south side of the Platte River, near Cottonwood Springs. The post was established Feb. 20, 1866, by Major S. W. O'Brien, of the 7th Iowa Cavalry. It was originally known as "Cantonment McKeon," and also as "Cottonwood Springs." At the close of the war, when the regular army gradually took the place of the vol-



DALE CREEK BRIDGE, NEAR SHERMAN, ON THE BLACK HILLS OF WYOMING.