

unteers who had been stationed on the frontier during the rebellion, the names of many of the forts were changed, and they were re-named in memory of those gallant officers who gave their lives in defense of their country. Fort McPherson was named after Major-General James B. McPherson, who was killed in the battle before Atlanta, Georgia, July, 22d, 1864. Supplies are received via McPherson Station. Located in latitude 41 deg., longitude 100 deg. 30 min.

The next station is 7 7-10 miles further, named

Gannett—a side-track—nearly five miles from where the trains cross the long trestle bridge over the

NORTH PLATTE RIVER—This river rises in the mountains of Colorado, in the North Park. Its course is to the northeast from its source for several hundred miles, when it bends around to the southeast. We shall cross it again at Fort Steele, 402 miles further west. The general characteristics of the stream are similar to those of the South Platte.

For 100 miles up this river the "bottom lands" are from 10 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 at one time were numerous.

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.

About one mile beyond the bridge and 5 8-10 miles is situated

North Platte City—the county seat of Lincoln county, and one of the best locations for a large town on the whole line of the Union Pacific road. Elevation, 2,789 feet. Distance from Omaha, 291 miles.

Here is the end of the Eastern Division, and the commencement of the Mountain Division—For altitude of each station see time table at the beginning of each division.

The road was finished to this place, November, 1866. Here the company have a round-house of 20 stalls, a blacksmith and repair shop, all of stone. In these shops

are employed—regularly—76 men, besides those engaged in the offices and yard. The Railroad House is the principal hotel.

North Platte has improved very rapidly during the last three years, and contains about 2,000 population. Churches, hotels, country buildings, and scores of dwellings have been built, or are in course of erection. A new bridge has been completed across the South Platte River. Two weekly newspapers are published here, the *Republican* and the *Nebraskan*. Settlers' houses, 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.

Messrs. Keith, Barton, and Dillon, citizens of North Platte City, have a herd of 15,000 head of cattle—on the North Platte above the City—and there are many other parties living at or near this city, who own herds of from 500 to 5,000 head. In this country a man that only owns 500 head, is counted a "poor shoat"—one to be pitied.

North Platte, in its palmyest days, boasted a population of over 2,000, which was reduced in a few months after the road extended, to as many hundreds. Until the road was finished to Julesburg, which was accomplished in June, 1867, all freight for the West was shipped from this point; then the town was in the height of its prosperity; then the gamblers, the roughs and scallawags, 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 leaches 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.

Colorado was first visited by white men—Spaniards—in 1540. Explored by Z. M. Pike, who gave his name to Pike's Peak, in 1806; by Col. S. H. Long in 1820, who named Long's Peak; by Gen. Fremont in 1843; by Gov. William Gilpin in 1840, who has traversed the country more or less until the present time.