

distance is 200 miles, following the course of the Platte River. During the winter of '65 and '66, most of the wood used at Julesburg and Fort Sedgwick, was hauled on wagons from Denver, at an expense of from \$60 to \$75 per cord, for transportation alone, and was sold to Government, by contract, at \$105 per cord. The wood cost in Denver about \$20. Besides this, the contractors were allowed by Government to put in what hard wood they 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, fifty miles south of Denver City, and cost no more for transportation than did the pine. John Hughes, of Denver, was the contractor—a more successful and enterprising one it would be hard to find in Colorado or elsewhere.

About the only business now done at Julesburg, is connected with stock-raising. The shipments of cattle are very heavy during the shipping season; sometimes 100 cars a week.

FORT SEDGWICK—was established May 19, 1864, by the Third United States Volunteers, and named after Major-General John Sedgwick, Colonel Fourth Cavalry, U. S. A., who was killed in battle at Spottsylvania Court House, Virginia, May 9th, 1864. It is located in the northeast corner of Colorado Territory, on the south side of the South Platte River, four miles distant, on the old emigrant and stage road to Colorado, in plain view from the cars. Latitude 31 deg., longitude 102 deg. 30 min.—now abandoned.

THE PLATTE RIVER, west of North Platte city, is called the South Fork of the Platte. We have ascended it, almost on its banks, over 350 miles, and shall now leave it and turn to the right, the northwest, and follow up the narrow valley of Lodge Pole Creek, to Egbert, about 100 miles distant. The South Fork of the Platte rises in the Middle Park of the Rocky Mountains in Colorado. The valley extends from Julesburg up the river about 275 miles, to where the river emerges from the mountains. The average width of the valley is about three miles, the soil of which affords excellent grazing.

From Julesburg it is 10 miles to

Chappell—a small side-track where passenger trains never stop, and 9 1-10 miles further to

Lodge Pole—another side-track. This valley is narrow, but with the bluffs, and a great open prairie country to the northeastward, extending to the North Platte River, a distance of 30 miles, affords the finest of grazing range, and large herds of cattle, and numerous bands of antelope can be seen while passing on up the valley. Ten miles more and we reach

Colton—which is another new station, ten miles from Lodge Pole. It was named in honor of Francis Colton, Esq., a former general passenger agent of the road, now President of the Farmers and Mechanics' Bank of Galesburg, Ill.

From Colton it is 7 7-10 miles to

Sidney—named after the president of the road. This is a regular eating-station, where trains stop 30 minutes, those from the East, for breakfast, from the West for supper.

Sidney is the county seat of Cheyenne county, Nebraska, and within the last few years has improved in buildings, and increased in population, until it now contains about 1,500 people. The "Lockwood" house is one of the largest buildings constructed, and where good fare is provided; the cars stop nearly in front of the house.

The principal outfitting store is owned by Mr. Chas. Moore, the pioneer ranchman of the Old South Platte route—as well as of Sidney—but "Charley" talks *poor*. Besides his \$30,000 worth of goods, and other property, he *only* has about 8,000 head of cattle and 3,000 sheep,—and by the way, SIDNEY is not much behind in the number of prosperous stock-men. There are scores of her citizens who own 500 head, many 5,000, several 15,000. With the great range belonging to the "Cattle King,"—Iliff, close on the south, on which graze 48,000 head.

The Iliff Rancho is a huge one. It is about 150 miles in length, with an average width of 25 miles, commencing near Julesburg, and extending west along the Platte River to Fremont's Orchard, 60 miles northeast of Denver.

The railroad company have a round-house of ten stalls, and a machine shop located here, besides an extensive freight ware-house, and depot building.

The Black Hills business is one of great importance, a stage line daily taking passengers through to Deadwood, 267 miles, for \$50 in winter and *less* in the summer. Freight in large quantities is shipped from