

the eye can see; but the bold, black line—the dark shadow on the horizon, which will soon take tangible shape and reality, but which now seems to bar our way as with a gloomy impenetrable barrier, is the “Great Rocky Mountain Chain,” the back-bone of the American continent, though bearing different names in the Southern hemisphere. The highest peak which can be seen rising far above that dark line, its white sides gleaming above the general darkness, is Long’s Peak, one of the highest peaks of the continent. Away to the left rises Pike’s Peak, its towering crest robed in snow. It is one of those mountains which rank among the loftiest. It is one of Colorado’s noted mountains, and on a fair day is plainly visible from this point, 175 miles distant.

From Atkins it is 5 4–10 miles to

Archer—situated on the high tableland, where the cars seldom stop—is eleven miles from Hillsdale; and a little farther on, the cars pass through the *first* snowshed on the Union Pacific road, emerging with Crow Creek Valley on the left.

After passing through a series of cuts and fills, the track of the Denver Pacific railroad can be seen on the left side, where it passes over the bluffs to the southeast. Directly ahead can be seen, for several miles, the far-famed “Magic City of the Plains,” 8 4–10 miles from the last station—

Cheyenne—which is the capital of Wyoming, the largest town between Omaha and Ogden. Passenger trains from the East and West stop here 30 minutes, for dinner—and no better meals can be had on the road than at the Railroad House. Distance from Omaha, 516 miles; from Ogden 516 miles—just *half* the length of the Union Pacific road; distance to Denver, Colorado, 106 miles.

Cheyenne is the county seat of Laramie county. Population about 6,000. Elevation 6,041 feet. It is situated on a broad plain, with Crow Creek, a small stream, winding around two sides of the town. The land rises slightly to the westward. To the east it is apparently level, though our table of elevations shows to the contrary. The soil is composed of a gravelly formation, with an average loam deposit. The sub-soil shows volcanic matter, mixed with marine fossils in large quantities. The streets of the town are broad and laid out at right angles with the railroad.

Schools and churches are as numerous

as required, and society is more orderly and well regulated than in many western places of even older establishment. The church edifices are the Presbyterian, Congregational, Episcopal, Methodist, Catholic, and several of other denominations. The city boasts of a \$40,000 court-house, a \$70,000 hotel—the Inter-Ocean—many new blocks of buildings, among which are, an opera house, banks, and stores of all kinds, besides many fine private residences, also a grand lake or reservoir for supplying the city with pure water, conducted by canal from Crow Creek, from whence smaller branches run along the sidewalks for the irrigation of gardens, trees and shrubbery, which will soon make the city a place of surpassing beauty. It also boasts of a race-course and some good “steppers.” It has *three* daily newspapers, the *Leader*, the *Gazette* and the *Sun*, all of which issue weeklies.

Cheyenne has the usual small manufactories, among which the item of saddles is an important one, as the saddle of the plains and most Spanish countries, is a different article altogether from the Eastern “hogskin.” When seated in his saddle, the rider fears neither fatigue nor injury to his animal. They are made for use—to save the animal’s strength, as well as to give ease and security of seat to the rider. The best now in use is made with what is known as the “California tree.” The old firm of E. L. Gallatin & Co., make these saddles a specialty, and fill orders from all over the western portion of the United States, Mexico and South America.

The railroad company’s buildings are of stone, brought from Granite Canyon, 19 miles west. They consist of a round-house of 20 stalls, and machine and repair shop, in which are employed 50 men. The freight office and depot buildings are of wood. The freight office was opened for business during the first part of November, 1867, at which time the road was completed to this station.

No land is cultivated around Cheyenne, except a few small gardens around Crow Creek. The soil is good, and the hardiest kinds of vegetables and grains could be raised successfully with irrigation. Grazing is the main feature of the country.

The Railroad House, before which all passenger trains stop, is one of the finest on the road, and has ample accommodations for 60 guests. The dining-room, which