

number will not exceed 40 miles in length, with a width of about 15 miles. Some of these lie on the Atlantic side of the "backbone," while others rest on the Pacific side, their altitude being from 7,000 to 10,000 feet. They are, in fact, great upland basins, the reservoirs of the debris which for centuries has washed down the mountain sides. Their soil is fertile, yielding wild grasses in abundance, furnishing food for vast herds of sheep and cattle.

In Europe or New England, were such plains found at such an altitude and in similar latitude, they would be worthless, barren wastes—probable regions of perpetual ice and snow; but here, grains and vegetables are successfully cultivated, and cattle graze the year round at the height of 7,000 feet, while those valleys which lie between this altitude and that of the highest—10,000 feet—and including those, also afford excellent summer pasturage and great crops of natural grass, which is cured for hay and exported.

These great fertile areas constitute one of the great resources of Colorado—an unbounded field of wealth which requires no expensive machinery to develop. When these plains shall have been stocked and settled, when the golden grain shall wave in the morning breeze around the home of the pioneer, when these lands shall have been divided up and peopled, a new era of wealth and prosperity will dawn on Colorado—an era of steadily increasing and permanent progress, such as mines can never give.

But we must away—"All aboard for Colorado!"—While at dinner at the Railroad House in Cheyenne, the "Denver through sleeping car" is dropped from the Union Pacific train, and taken up by the through train on the

Colorado Central Railroad.

Chief office at Golden, Colorado.

W. A. H. LOVELAND, *Pres. and Gen. Manager.*
E. L. BERTHOUD, *Sec. and Chief Engineer.*
O. H. HENRY, *Superintendent.*

This was the *first* railroad corporation in Colorado, having been organized in 1865. Ground was first broken at Golden, New Years day, 1868, and during the year 10 miles of track graded. In September, 1870, the broad gauge portion, between Golden and Denver, was completed. In April of the same year, work was commenced on the division extending north to

Longmont, and west to the mining cities of Central, Black Hawk, and Georgetown. The mountain portion of the "Central" is a three-foot narrow gauge, commenced about the same time as the Longmont division, and completed Sept. 1st, 1871, to the junction of North and South Clear Creeks, 13 miles from Golden, and in December following, to Black Hawk 36 miles from Golden. In March, 1873, the South Clear Creek line was completed to Floyd Hill, 3½ miles above the forks, and to Georgetown in the fall of 1876. In the July of 1877, work was commenced on the extension from Longmont, and completed to Cheyenne in October of the same year, making the whole mileage of the "Central," 184 miles, 130 being of the broad, and 54 narrow gauge.

Leaving Cheyenne, our course is westward over the track of the "Union Pacific," six miles to

COLORADO JUNCTION—At Hazard, before reaching the station building, our track branches off to the left, leaving the Union track on the north side of the platform, while ours is on the south side.

At Hazard we meet the Overland train from the West, and hear the cry of "Change cars for all points in Colorado and New Mexico," and having received on board such passengers as are going our way, change our course to the southward and pass over a rolling prairie for a few miles, and then through deep, sandy cuts up a heavy grade, cross the line into Colorado, and descend by a great Horse-shoe curve into the valley of Lone Tree Creek, and after a distance of 9 5-10 miles, reach the station of

LONE TREE—a side-track and water-tank, opposite the old stage station—the herds of cattle and sheep being the only objects of interest observable.

Proceeding on down the valley, which in places is a half-mile in width, crossing and re-crossing Lone Tree Creek, we pass through several cuts of hard lime-rock. In one place, where the rock has been hauled away from the cut, it has been dumped, on the right of the track, a load in a place, close together, covering a considerable ground, and the action of the atmosphere has caused these hard rocks to slacken and fall down to a white powder. Scientists are requested to explain "why *this is thus?*" Eight miles further is

TAYLORS—a side-track. Here you get a