

below, and the mountains town above; also for school children, the railroad company running extra trains for their accommodation.

The scenery at this point is grand; the mountains are full 1,000 feet above the road, on either hand, and covered in places with a dense growth of young pine and spruce trees, presenting as wild, picturesque and romantic appearance as one could wish.

Leaving the station, our road makes a 30 degree curve to the right, up a grade of 272 feet to the mile, *under* a projecting spur of the mountain, which rises 1,500 feet *above* our train (see ANNEX No. 12), with the creek close on our right.

Soon we cross the creek, and, one mile from Beaver Brook, pass

ELK CREEK—a side-track—and continue our climbing between towering mountains on each side, 3 4-10 miles further to

BIG HILL—Here the old Mt. Vernon wagon road comes down the mountain from the left, the grade of which, in places, is 34 feet to the 100. This road leaves the valley about two miles south of Golden, and after climbing the mountains via Mt. Vernon Canyon, to an altitude of 8,000 feet, descends this "hill" and runs up the north branch of Clear Creek to Black Hawk. Many of the mills and the machinery used in these mountains, in early days, before the railroad, were hauled over this road; and where the grades were the steepest, the wagons were eased down by ropes secured by a turn or two around huge pine trees beside the road, and at this time, the marks of the ropes are to be seen where they have peeled the bark, so taut were the lines. We know—of our own personal knowledge—where it took ten men, besides their teams, *nine days* to lower down this "hill" one boiler, the weight of which was a little over seven tons. Those who grumble at railroad charges, please take notice; the wagon road is still there—*try it*. But we must away, 1 1-10 miles further and we are at the

JUNCTION—of North and South Clear Creek. Here the route for Georgetown turns to the left, across the bridge, while that for Black Hawk and Central keeps to the right. As we have always had a *desire* to do right, we will keep to the right awhile longer, and note the result.

From this point to Black Hawk, seven

miles—and we might include that portion from Floyd Hill to Georgetown, on the south fork—nearly every foot of the creek bed has been dug over, time and again, by miners, in search of the yellow metal—gold. Dams, in many places, have turned the waters of the creek, through flumes, first on one side of the creek bed, then on the other, and the greater portion of the earth, from surface to bed-rock, and one side the gulch to the other, have been dug and washed over by white men, and when given up by them, have been "jumped" by the Chinese, many of whom can be seen daily, washing and working these old "placer diggings" over again. Leaving the junction—the road is on the east side of the creek—we proceed 2 1-10 miles to

COTTONWOOD—a milk ranche, a side-track, 2 7-10 miles from

SMITH HILL—where the old wagon road, built by Mr. E. B. Smith, of Golden, in 1862, comes down from a narrow ravine on the east. The mountains on each side are steep and high, more so than for the last two miles below the station.

Nearly opposite this station, comes down Russell Gulch, up which are located the old placer mines, so noted in 1859.

Proceeding upward and onward, about one mile above the station, we pass, on the left, the old Excelsior and the Whipple Mills, now abandoned, except as a shelter for a few Chinese miners, who work along the creek or "washee, washee" for a living.

By looking away up the mountains on the left, westward, can be seen the railroad grade, where it runs along first to the south then back to the north, gaining altitude at each turn, which will, when completed, enable our train to run into Central.

Rolling along, we pass several quartz mills; across the creek to the west bank, and along the road on the right, are located the Reduction Works, conducted by Prof. Hill. These works are said to be the largest in America, and the most successful. The weekly average value of gold, silver, copper and lead, amounts to \$200,000; most of the ores treated are purchased from parties working mines in the vicinity, or on South Clear Creek.

From Smith Hill, it is 2 3-10 miles to

BLACK HAWK—a city of about 3,000 inhabitants, all of whom are engaged in mining, directly or indirectly. The build-