

Charles was laid out, where East Denver now stands.

In the following spring, the town was sold, and the purchasers named the place Denver. On the 21st of April, 1859, the first printing press arrived in Aurara, and in 27 hours from its arrival, the *first* copy of the *Rocky Mountain News* was issued, with Wm. N. Byers and Thomas Gibson as editors and proprietors.

May 7th, 1859, two "Pike's Peak" express coaches arrived, 19 days from Leavenworth.

In July, 1860, the U. S. postoffice was *first* opened in Denver, previous to which it cost 25 cents to \$1.00 for each letter, besides the U. S. postage, according to the amount of competition. *Now, how changed!*

RAILROADS—The following roads have their termini in Denver: The Kansas Pacific, Denver Pacific, Colorado Central, Denver, South Park & Pacific and the Denver & Rio Grande.

THE KANSAS PACIFIC RAILWAY—was completed from the Missouri River in the fall of 1870, and trains run regularly. The depot is on the east side of the Platte River, on the bottom land, a half-mile north of the city, where is also the depot of the Denver Pacific and the Denver & Rio Grande.

From Denver, the course of the K. P. trains is down the Platte, along the tableland for a few miles, and then turns to the eastward, passing for 250 miles over a high "rolling prairie" adapted wholly to grazing purposes, except in small places where the road crosses Kiowa, Wolf and Comanche creeks, and the branches of Bijou Creek and in Bijou Basin; and as a stock country, a greater portion of this region has no superior.

THE DENVER, SOUTH PARK & PACIFIC RAILROAD—A narrow gauge road under this title was organized and surveyed in 1874. The line starts from Denver and follows up the Platte River and Deer Creek, and enters the South Park within a distance of about 65 miles, thence to the San Juan country, with Salt Lake as an objective point.

The line will traverse—within the first 100 miles—a country rich in gold, silver, coal, copper, and many other minerals; the finest and most extensive timber lands; the salt region of the South Park, near where are the most valuable quarries of granite and lime; through extensive grazing lands, where game is abundant and

the scenery the most enchanting.

In the spring of 1875, the road was completed to Morrisons, 16 miles, and is now—March 1st, 1878—being pushed ahead vigorously through the canyons, and will be completed within a few months to a point in the South Park, 75 miles distant. We will now take a run down the

Denver & Rio Grande R.R.

The General offices of this road are at Denver, Colorado,

GEN'L. WM. J. PALMER.....*President.*
W. W. BORST.....*Superintendent.*
G. C. DODGE.....*Gen'l Passenger Agent.*

This enterprise is the "pioneer, three-foot, narrow gauge freight and passenger railroad of the world." Its objective point is El Paso and the "City of the Montezumas"—Mexico.

The work of grading commenced in March 1871, and the first train reached Colorado Springs October 27th, of the same year; distance, 76 miles. June 15th, 1872, the road was completed to Pueblo, 44 miles further. The branch to Canyon City—40 miles—was completed in July, 1874, and the main line to El Moro, 86 miles south of Pueblo, in April, 1876. Work was commenced in May, 1876, on the line from Cucharas—over the Sangre de Christo Mountains, via Veta Pass, to Garland—220 miles from Denver—and completed August 6th, 1877, making the total mileage of the road and branches 297 miles.

The road is now being extended, and we learn, will be completed to the Rio Grande River, in the center of San Louis Valley—60 miles distant from Garland—by May, 1878, where a new town is being laid out, called "Almosa."

Is the time far distant when the tourist will hear, on approaching the depot in Denver, "All aboard for Santa Fe, City of Mexico, Panama, and Cape Horn?" *Quien sabe?* But we must away. The traveler making the first trip on a narrow-gauge road, will be surprised to find how comfortable the cars are, and how smoothly they ride.

Leaving Denver, the cars run along through the western edge of the city, cross Cherry Creek, which rises in the Arkansas Divide, 50 miles to the south, and canyons through Plum Creek Divide, 40 miles above the city, the road passing the company's machine shops 2 2-10 miles distant on the right.

The grand old mountain range looms up