

The country for the next twenty miles is not much improved, as it cannot be depended upon for crops without irrigating them, and as water is not to be had, unless wells are dug and wind mills used for elevating the water, it will doubtless remain as it is—a stock range.

From Little Buttes, it is 11 5-10 miles to PINON—a side-track, and 11 7-10 miles further to

NORTH PUEBLO—but passenger trains seldom stop, as the town lays nearer South Pueblo station than the one bearing its name.

On the east side of the Fountain is situated East Pueblo, reached by a bridge on our left.

From North Pueblo station, our route is along the creek, through deep cuts made through a round butte, that seems to rise up in our way, cross the track of the Atchison, Topeka & Santa Fe Railroad, and the Arkansas River, and a run from the last station of 2 5-10 miles brings the train to

SOUTH PUEBLO—This is a regular eating station, where a full meal can be had for 75 cents.

As North Pueblo and South Pueblo are really *one* city, separated only by the Arkansas River, we shall speak of them as

PUEBLO—This city is located in the rich Arkansas valley, on the Arkansas River, near its junction with the Fountain Qui Bouille, and contains about 4,000 inhabitants. It is the county seat of Pueblo county, and besides the Denver & Rio Grande, is connected by rail with Canyon City, 43 miles to the west, up the Arkansas River, and all the Eastern world, via Atchison, Topeka & Santa Fe Railroad, *down* the Arkansas.

The county buildings are the best in the State; the schools are good; church accommodations ample. Pueblo has four banks, smelting works, a planing mill, rolling mill, foundry and machine shop, two flouring mills, several hotels, and one daily newspaper—the *Chieftain*.

The business of the city is, to a great extent, connected with the mining business to the west and south—San Juan, South Park and the Cimarron regions. Agriculture—along the Arkansas River and the adjacent streams—is very profitable, as the yield per acre of all kinds of small grains and vegetables, is abundant; but above all others, stock raising is the most extensive. As a range for cattle and sheep, Pueblo and the adjoining counties, when the mild winters,

light snow fall, and rich and nutritious bunch grass are considered, are par excellent.

The fine water-power available, and these broad, fertile plains and productive uplands, on which roam so many thousand sheep, point to the probable fact that woolen manufactories will soon be established here. There is certainly a fine opportunity and a home market.

The Arkansas Valley Division of the Denver and Rio Grande railroad, runs from South Pueblo, along up on the south side of the Arkansas River, where the country traversed is almost wholly given up to grazing purposes. The stations, and distances between them, are: Goodnight, 4 4-10 miles from Pueblo; Meadows, 4 6-10 miles further; Swallows, five miles; Carlisle Springs, 6 5-10 miles; Beaver Creek, 2 7-10 miles; Laban, 9 2-10 miles; and Coal Junction, 6-10 miles further; making 33 miles from South Pueblo. From the

COAL JUNCTION—a track branches off to the coal banks, two miles distant, while the main track continues on 7 5-10 miles further to

CANYON CITY—40½ miles from Pueblo. This city is the county seat of Fremont county, situated at the very gate of the mountains, in a lovely and productive little valley, and possesses some of the most attractive scenery in Colorado. From Canyon, it is about 12 miles to the “Grand Canyon of the Arkansas,” the towering walls of which rise in places perpendicular, 2,000 feet, between which runs the Arkansas River. Here is a grand view, that can be reached from the city, over a good wagon road, through some magnificent changing scenery. Canyon, not to be outdone, has secured a first-class hot spring, which has been “picketed out,” about one mile from the city. The baths are excellent.

The first settlement was made at Canyon City, in the summer of 1859, and in 1860–1 some good stone buildings were erected, and a great amount of freight from the Missouri River, destined for Tarryall, California Gulch and the Blue, came up the Arkansas route, and went into the mountains, via Canyon City. Then it was that prospects were bright for a big city at Canyon, and corner lots advanced, but the mines—being all “placer mines” at that time—became worked out, and Canyon declined.