

along and for some distance on either side of the line is a rich farming section, the remainder of the road being through celebrated grazing lands. The desire to open up this rich region, to connect the city of Denver with the trans-continental railroad, by which to afford a way for cheap and fast freight and rapid transit of passengers, induced the people of Colorado to take hold of the scheme, when proposed, with commendable zeal and alacrity. Subscriptions for about one-fourth the amount of money required were made in a few days, and the county bonds of Arapaho county were almost unanimously voted to the amount of \$500,000, and work commenced.

The road was completed to Evans early in the fall of 1869, and to Denver the 24th day of June, 1870.

During the spring of 1872, this road was sold to the Kansas Pacific Railroad Company, which enables that company to control a through line from Kansas City, Mo., to Cheyenne. Distance, 743 miles, where a junction is made with the Union Pacific railroad.

Leaving Denver, our course is northward, along down the east bank of the Platte River, for 18 miles, to

**HUGHES**—The country is almost wholly given up to grazing—except on the low bottom land, and at such places where water can be had for irrigating.

At Hughes, the Boulder Valley railroad—previously alluded to—branches off to the westward.

**JOHNSON**—is the next station from Hughes, 14 miles distant, and 16 miles farther brings us to

**EVANS**—the county seat of Weld county. This is the headquarters of the St. Louis Western colony and the New England colony; population about 900. The *Journal*, a weekly paper, is published here. Evans is fully provided with churches, schools and most of the modern improvements.

Soon after leaving Evans we cross the Platte River, and four miles farther come to

**GREELEY**—This town was laid out in May, 1870, by the Greeley colony, under the fostering care of the late Hon. Horace Greeley, of the *New York Tribune*. The colony control about 100,000 acres of as fine land as can be found in the Territory. Extensive irrigating ditches have been "taken out," and water from the Cache a la Poudre River furnishes ample water for all pur-

poses. This town has increased rapidly; population nearly 2,000, with ample churches, hotels, schools, etc. The *Greeley Tribune* and the *Sun*, weeklies, are published here. One noted and glorious feature of the place is the absence of all intoxicating drink. It's tough on the "old soakers," who now have to "pack in" their "nips" on the sly, or be sick and get a doctor to give a prescription; but it is said that Greeley abounds in doctors and druggists.

Leaving Greeley, we cross the valley of the Cache a la Poudre and follow up Lone Tree Creek, 14 miles, to

**PIERCE**—situated in the midst of the best grazing lands. From here, it is 20 miles to

**CASS**—This is a mere side track, at the upper crossing of Lone Tree; then ten miles brings us to the

**SUMMIT**—a side-track—on the top of the ridge, ten miles from Cheyenne—which we reach after crossing Crow Creek—a distance from Denver to Cheyenne of 106 miles.

With this sketch of Colorado, short and imperfect, because it is impossible to do justice to this country, we take our leave of it, and returning to the Pacific railroad, start once more for the West.

**Cheyenne**—Just in the border of the city, we cross Crow Creek, on a Howe truss bridge—one of the best on the road. We leave the creek and follow up the bed of a small dry ravine. About two miles from the city—by looking to the right, northward—a fine view can be had of Fort Davy Russell, previously described. We are now ascending the eastern slope of the southern range, of the Black Hills of Wyoming, which are stretching away in a long rugged line before us.

**Hazard**—six miles west of Cheyenne, is the first station we reach, and the junction of the Colorado Central railroad. The track turns off at the left of the station, and crosses the prairie and hills to the southward—as described on our route to Colorado. At Hazard, the traveler going East, can obtain a view of Cheyenne and Fort Davy Russell—the former directly ahead, and the latter a little to the left of his train.

**Otto**—is 8 2-10 miles farther west, where passenger trains from the East and West usually meet, stop for a few moments, to exchange letters and papers, then pass on