—one going East for *light*, the other West for *knowledge*.

We are now 6,724 feet above the sea, and the traveler should note the rapid rise made from this point, in surmounting the Black Hills. Here the heavy grading commences, and snow fences will be numerous till we get over the "Hills." To the north of this place, at the base of the Hills, is a fine valley, where Crow Creek finds its source in many fine springs. The valley contains very superior grazing land, and in conjunction with the adjacent hills, affords ample game for the hunter.

Fifteen miles from this station, to the north, at the eastern entrance of Cheyenne Pass, is the site of old Fort Walbach, now deserted. Near this fort are the head waters of Lodge Pole Creek.

Granite Canyon—is five miles west of Otto, and 574 feet higher. At this point are extensive stone quarries, whence was taken the rock for the company's buildings in Cheyenne, also for the stone warehouses. Limestone abounds in this vicinity, and many kilns have been erected. To the left of the road, and down the canyon a few hundred yards, is a fine spring, from whence the water is elevated to the tank by the roadside. Half a mile to the south are a number of fine springs, which—with others to the westward—are the head-waters of Lone Tree Creek, a tributary of the South Platte River. Along the road now is heavy rock-work, and on the exposed portions of the road may be seen the snow-sheds and snow-fences, built of plank or stone.

Buford—is a small side-track, 6 9-10 miles further. Heavy rock-work, and snow-sheds and fences mark the road. Water for the station is elevated from springs down the ravine, on the southward.

The country here presents a wild, rugged and grand apearance. The level ground or little valleys are covered with a fine coat of buffalo grass, and now and then clumps of stunted pine appear by the roadside. On either hand, near by, high, bold masses of granite rear their gray sides, piled one on the other, in wild confusion. Up, up, still higher, in the background are the rocky, pine-clad peaks of the Black Hills. The scene is peculiarly impressive as we near Sherman, especially if it chances to be one of those days when the clouds float low down the horizon; then the traveler looks over the intervening space between him and the mountain range beyond, and sees naught but floating masses of vapor; no mountains, no valley, no forest, only these fleecy shapes, and a long, dark line rising above them, o'ertopped by the glistening sides of Long's Peak. The altitude gained, we see on the north side of the road,a sign-board—"Summit of the Mountains;" then seem to move along a level plain, covered with grass, rocks and shrubs, until we reach

Sherman—*Eight thousand two hundred and forty-two feet above the level of the sea.* It is named in honor of General Sherman, the tallest general in the service. This station is 549 miles from Omaha and 1,365 from San Francisco.

Sherman, as a town, is not noted for its size. The trains stop here but a few minutes. The company's buildings consist of a comfortable station, a small repair shop, and a round-house of five stalls. A post-office, telegraph and express offices, one store, two hotels, two saloons, and about twenty houses of all sorts, constitute the town.

Seventy miles to the southwest is Long's Peak, and 165 miles to the south is Pike's Peak, both plainly visible. To the northwest, about 100 miles distant, is Elk Mountain, another noted land-mark. The maximum grade from Cheyenne to Sherman is 88.176 feet per mile. The freight taken on at this station for the East and West is quite extensive, consisting of sawed lumber, telegraph poles, and wood obtained in the hills and ravines but a few miles distant to the northward. On many of these hills, and in the canyons, are found a dense growth of hard spruce pine, which, as to quality and adaptability for being dressed, resembles the hemlock of the Eastern States.

The winters are not as severe at Sherman as many think, neither is the snow-fall as deep as many would suppose from seeing the great number of snow-sheds and fences; snow seldom falls more than a few inches in depth. It is not the depth of snow that causes any inconvenience to the working of the road, but it is the drifting of it into the cuts during the heavy winds. For the purpose of preventing this, the sheds, fences and walls are erected along the road, the latter a few rods away from the banks of the cuts. The fences cause an eddy or current of air, which piles the snow along in huge drifts, keeping it, in a