

decorated, and everything looks clean and cheerful—one that we are pleased to recommend—and hope we will always be warranted in doing so.

Leaving the station, our course now lies to the eastward; the train winds around the spurs of the bluffs, which seem to bar our way by interlocking with each other, on through a rough, rolling country, again turning to the westward, over bridges and fills, through cuts and snow-sheds, for 7 7-10 miles to

Wilcox—an unimportant station, and we continue crossing creeks and ravines for 7 9-10 miles more, of difficult engineering and middling heavy road-work, and arrive at

Como—another unimportant little place. Soon after passing the station we come to Como Lake, a beautiful little sheet of water, lying to the right of the road. It is about one mile long and half-a-mile wide, and contains a peculiar fish, a "fish with legs." These *fish-animals* possess gills something like a cat-fish; are amphibious, being often found crawling clumsily around on land, miles from the lake. Quite a variety of peculiar fossil shells are found around the lake that are gathered in summer by persons who offer them for sale to the tourists.

MEDICINE BOW RIVER—is crossed a few miles after leaving Como. It rises in the Medicine Bow Mountains, as before stated, and empties its waters into the North Platte River.

This river was long a noted resort for Indians, and several treaties have been made on its banks between the "noble red men" and their pale-faced "brothers." The valley of the river, above the railroad, for thirty miles or more, is broad, fine bottom-land, until it reaches the base of the mountain. From thence to its source the course of the river is through immense forests of pine, which present unrivaled facilities for lumbering. Fish are found in great quantities in the stream, and the various kinds of game which abound in this country are found in the mountains where the river has its source. Soon after crossing the river, and 7 1-10 miles from Como, we come to

Medicine Bow—containing several stores, and saloons, freight house, passenger station, and a five-stall round-house.

Leaving this station, the road is laid over a smooth, level plain, for about five miles, when it enters a rough, hilly, sage-

brush country. The train winding around through deep cuts and long snow-sheds, for 4 2-10 miles further, stops at

Carbon—Here was discovered the first coal on the Union Pacific R.R. Two banks or coal veins have been opened, the veins averaging about ten feet. This coal is used principally by the Railroad Company, for their locomotives—the quality not being so good for domestic purposes as that mined further to the west, at Rock Springs and Evanston. During the year 1877, these mines produced 80,000 tons.

The coal is raised from the mine and dumped into the flat-cars, while standing on the track—the shaft of the mine being between the main and side track, close to the station; a stationary engine furnishing the hoisting power. Another shaft is to the south of the town, a short distance, reached by a railtrack.

Carbon contains a population of about 800, and is the county seat of Carbon county, which contains a population of about 2,000—most of whom are engaged in stock-raising.

Simpson—a small, unimportant sidetrack, is reached seven miles from Carbon, after passing through a succession of cuts, many of which are covered with snow-sheds. Passenger cars do not stop. The road now curves around, and runs almost due west for 50 miles. To the next station it is 4 6-10 miles.

Percy—The station was named for Percy T. Brown, an engineer who was killed by the Indians, while employed surveying the line.

During the construction of the road, this was an important station. Ties, telegraph poles, wood and bridge timber, were landed at this point in immense quantities.

They were obtained at Elk Mountain, seven miles to the south. The old stage road winds around the base of the mountain, between that and the railroad. Near the foot of the mountain, old Fort Halleck and one of the most important stations of the Overland Stage Company, were located; both are now abandoned.

ELK MOUNTAIN—is a noted landmark, and quite a curiosity in its way. It rises to a great height, its top being covered with snow a great portion of the year, and at any time snow can be found in places on the summit. It has the appearance of being an isolated peak, though, really, it is the extreme northern spur of the Medicine Bow Mountains. It is, how-