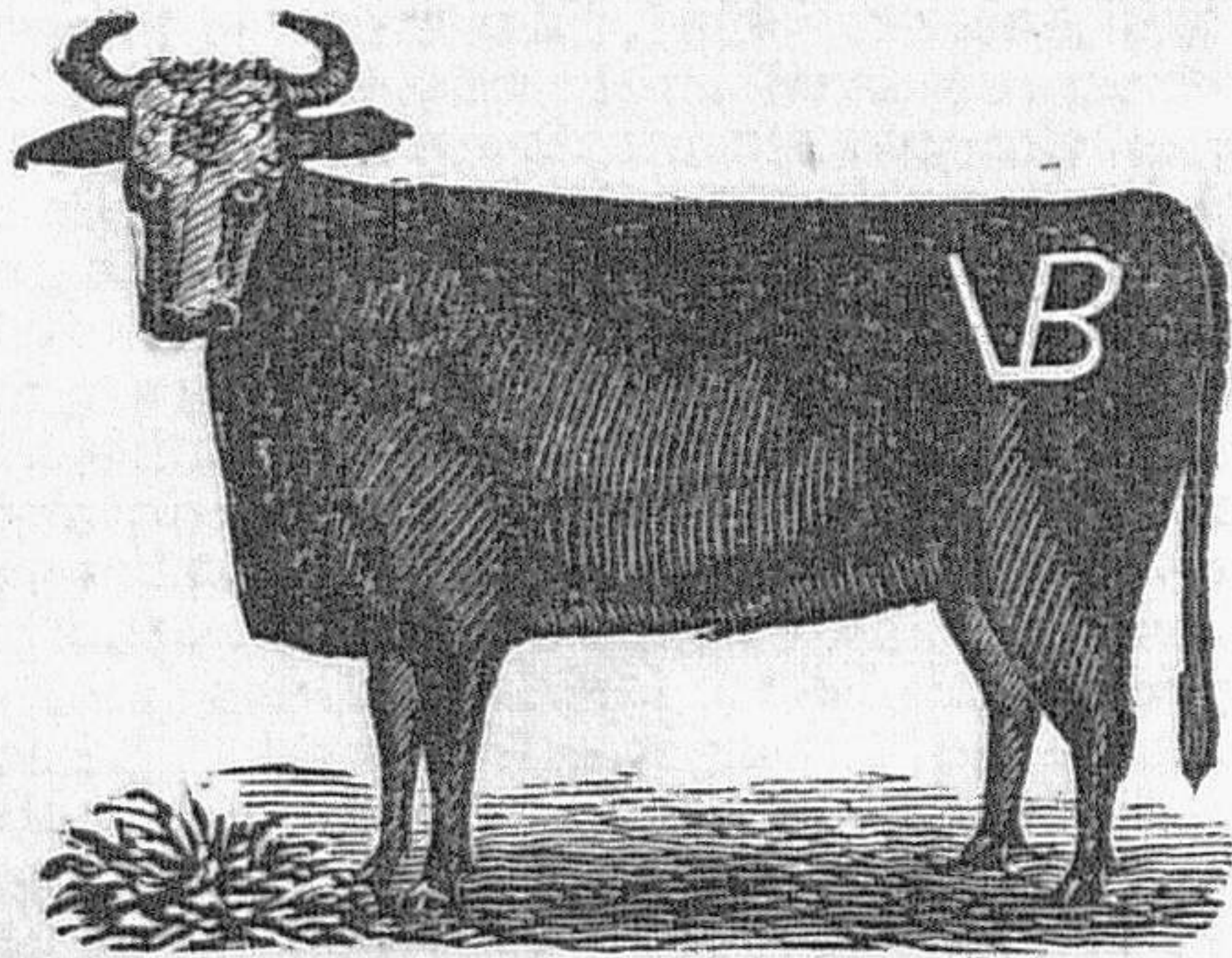


1,000 feet below the tops of the bluffs. The most complete view of the falls is obtained from Look-out Point, a narrow spit of rocks which projects from the main bluffs a short distance down the stream from the falls. From this point Eagle Rock rises before us in the midst of the rapids, and almost overhanging the falls, fully 200 feet high; its pillar-like top surmounted by an eagle's nest, where, year after year, the monarch of the air has reared its young. Near the center of the river are several islands covered with cedar, the largest one being called Ballard's Island. Two rocky points, one on either side of the falls, are called the Two Sentinels. Excepting in point of the volume of water, the falls will compare favorably with Niagara.

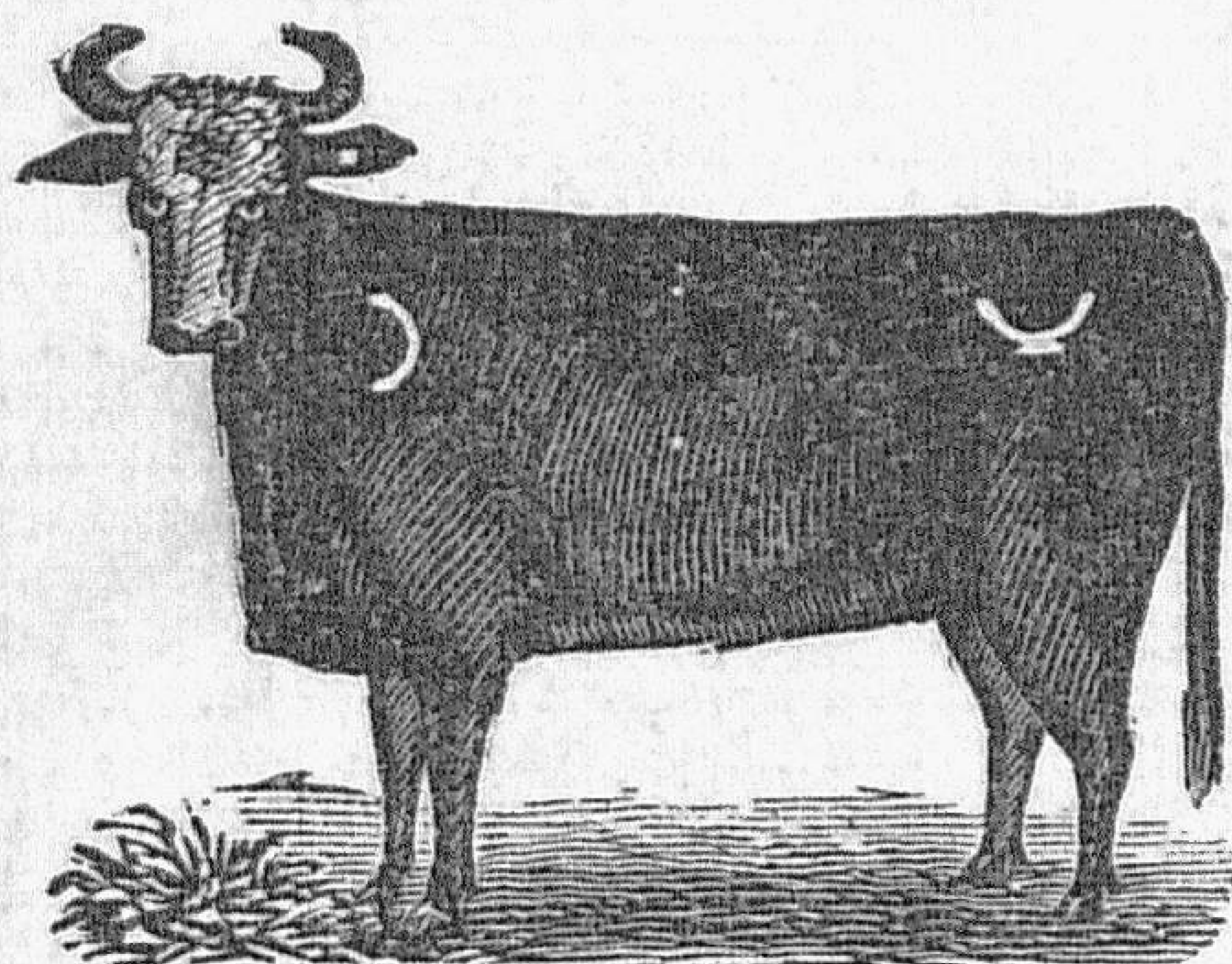
From this point the river runs nearly west until it reaches War Eagle Mountains, about 800 miles from its source, when it turns due north, following that course for 150 miles, then bending again to the west it unites with Clark's River, forming the Columbia. After leaving the last falls the country is less broken, and the work of building the road would be comparatively light for most of the way.

No. 29 ANNEX. Western Stock Raising.



DURBIN, ORR & Co.—Cattle branded **V**; also some of them **V**, and horses the same.

Post-office, Cheyenne, W. T. Range, Bear Creek.



CREIGHTON & Co.—Horses branded quarter circle open block, on left shoulder. Also, part cattle branded half-circle on shoulder.

Postoffice Pine Bluffs, W. T. Range, Horse and Pumpkin creeks.

Stock raising is an important industry. We have often expressed our belief that, ultimately, it would be found there was not one foot of valueless land on the line of the Pacific railroad. The Bitter Creek country, previous to 1868, for 80 miles was universally admitted by all who knew anything about that section of country, to be utterly valueless. Coal, in immense quantities, was discovered all along the creek—great veins—and it is now the most

valuable section of the Union Pacific railroad. Portions of the Humboldt and Nevada Desert were also set down as valueless; *now*, see what irrigation has done for a portion of it, where the people have had the enterprise to adopt a system of irrigation, as at Humboldt Station. We contend that *all* the lands on the line of this road are valuable, some as mineral, some as agricultural, but the greater portion is the finest grazing land in the world. This fact, of late years, is becoming thoroughly understood, as in 1868 there would not exceed twenty thousand head of cattle on the whole line of the Pacific railroad, across the continent; *now* there are over 700,000 head of cattle, 30,000 head of horses, and full 450,000 head of sheep.

The range is enormous, taking in broad plains, grass-covered mountains, and thousands of as beautiful little foot-hills and mountain valleys as there are in the world. This section commences about 250 miles west of the Missouri River, and extends to the eastern base of the Sierra Nevada Mountains, all of which, with only a few miles intervening, is the stock-raiser's paradise. The absence of water is the only drawback in this intervening section, and in time wells will be sunk and that obstacle overcome. The valley bluffs, low hills and mountain sides of this whole section are covered with a luxuriant growth of gramma or "bunch" grass, one of the most nutritious grasses grown, together with white sage and grease-wood, upon which all kinds of stock thrive all the season, without care, excepting what is necessary to prevent them from straying beyond reach. Old work-oxen that had traveled 2,500 miles ahead of the freight wagon during the season, have been turned out to winter by their owners, and by the following July they were "rolling fat"—fit for beef. We know this to be a fact from actual experience.

This country is the great pasture land of the continent. There is room for millions of cattle in this unsettled country, and then have grazing land enough to spare to feed half the stock in the Union.

In the foot-hills and mountainous portion of this great grazing range, and along the line of the great water courses, there is no trouble from lack of water, for the mountain valleys are each supplied with creeks and rivers. Springs abound in various sections, so that no very large tract of land is devoid of natural watering places. The grass grows from nine to twelve inches high, and is peculiarly nutritious. It is always green near the roots, summer and winter. During the summer the dry atmosphere cures the standing grass as effectually as though cut and prepared for hay. The nutritive qualities of the grass remain uninjured, and stock thrive equally well on the dry feed. In the winter what snow falls is very dry, unlike that which falls in more humid climates. It may cover the grass to the depth of a few inches, but the cattle readily remove it, reaching the grass without trouble.

Again, the snow does not stick to the sides of the cattle and melt there, chilling them through, but its dryness causes it to roll from their backs, leaving their hair dry. The cost of keeping stock in this country is just what it will cost to employ herders—no more. The contrast between raising stock here and in the East must be evident. Again, the stocking of this country with sheep, is adding an untold wealth to the country. The mountain streams afford ample water power for manufactories, and wool enough could be grown here with which to clothe all the people of the Union, when manufactured into cloth. With the railroad to transport the cattle and sheep to the