



“LET EVERY STEP BE AN ADVANCE.”

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CHEYENNE TO OGDEN.

From Cheyenne to Ogden, the western terminus of the Union Pacific Railroad, the distance is 516 miles, the same as from Omaha to Cheyenne. There are but few settlements or towns of importance, but much of the scenery is grand, and several of the points full of interest to the tourist. We again draw upon the *Trans-Continental Railroad Guide* for a few facts and figures:

Sherman, 33 miles from Cheyenne, is 8,235 feet above the sea. It is named in honor of General Sherman, the tallest general in the service. This station is 549 miles from Omaha and 1,225 miles from Sacramento. The maximum grade from Cheyenne to Sherman is 88.176 per mile. Seventy-five miles to the southwest is Long's Peak. To the south, 165 miles away, is Pike's Peak, both plainly visible. To the northwest, about 100 miles distant, is Elk Mountain, another noted landmark.

Dale Creek Bridge is a structure 650 feet long, and 126 feet high, spanning Dale creek from bluff to bluff. The bridge is the grandest feature of the road.

Fort Saunders is located 54 miles from Cheyenne. The fort is beautifully situated on the east of the road, about three miles from Laramie City, close along side of the track, and in full view from the cars for some miles, when approaching or leaving the post.

Laramie City is 56 miles from Cheyenne. Directly to the east of this place can be seen the old Cheyenne Pass wagon

road—the old emigrant route—which crosses the plain and river about half a mile below the city, running thence northwest to the base of the mountains, parallel with the railroad. The Laramie plains here are 20 miles wide by 60 long.

Creston is the next place. It is 222 miles from Cheyenne. This is the summit of the great “backbone” of the continent, the Rocky Mountains. According to General Dodge, it is 7,000 feet above the level of the sea.

Point of Rocks is a telegraph station 68 miles farther on. Here is where all who go to the Sweet Water mines stop, and stages leave regularly for the mines—distant 75 miles.

Bryan comes next. It is not a very important station. The country around is barren and uninviting.

Carter's station is 45 miles further west. Here all freight is received for Virginia City, Helena and Bannock City, Montana.

Wahsatch, 452 miles from Cheyenne, is a little town of some 200 people.

Echo City is next. It contains about 700 inhabitants. The railroad company have shops here for repairs, &c. There is no game beyond here till the Humboldt is reached. Coal and iron ore are said to be abundant in this section.

Ogden, the western terminus of the Union Pacific railroad, is 39 miles west of Echo City. It is situated at the mouth of Ogden canyon, one of the gorges which pierce the Wahsatch range, and between the Weber and Ogden rivers. It has a population of about 5,500. *The Salt Lake Telegraph*, a daily, semi-weekly, and weekly paper, is published here by T. B. H. Stenhouse. The town is strictly Mormon, there being no schools or churches excepting those which are under the control of the church of the Latter Day Saints. It is the county seat of Weber county, and will, in time, become a

place of considerable importance. The town presents the usual appearance of Mormon towns, the houses being widely scattered, with fine gardens and orchards filling up the intervening spaces.

CHEYENNE.

This is the largest town between Omaha and Corinne. The elevation is 5,931 feet. Distance from Omaha, 516 miles; from Sacramento 1,259 miles; from Denver City, 110 miles. Cheyenne is situated, properly speaking, on a broad, open plain, the Crow creek, a small stream, winding around two sides of the town. The streets are broad, and laid out at right angles with the railroad. Cheyenne contains 3,000 inhabitants. The streets present a lively business appearance, and the traveler feels that he has arrived at a town of more than ordinary business importance and energy.

On the fourth day of July, 1867, there was *one house* in Cheyenne, no more. At one period there were 6,000 inhabitants in the place and about the vicinity; but as the road extended westward, the floating, tide-serving portion followed the road, leaving a permanent and energetic people behind them, who have put up substantial buildings of brick and stone, wherein they are carrying on all branches of trade which mark a thriving and steadily growing city. Its permanency now is fully established, and henceforth the growth of the place will be steady and secure.

Cheyenne is the great central distributing point and depot for the freight and travel destined for Colorado and New Mexico, and the vast country of the Cheyenne plains.

There are two daily papers here, the *Leader*, published by N. A. Baker, Esq. and the *Argus*, published by Dr. Bedell and edited by H. Garbanetti. Both are live, go-ahead sheets.