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& PALISADE,—UTAH SOUTHERN,—NEVADA COUNTY,—NAPA VALLEY,
—VIRGINIA & TRUCKEE,—NORTHERN,—CALIFORNIA PACIFIC,—
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Belles of Colorado.
Name and locate them if you can.
CROFUTT'S
GRIP-SACK GUIDE
OF
COLORADO.

A COMPLETE
ENCYCLOPEDIA OF THE STATE:
RESOURCES AND CONDENSED AUTHENTIC DESCRIPTIONS
OF
EVERY CITY, TOWN, VILLAGE, STATION, POST OFFICE AND IMPORTANT MINING CAMP IN THE STATE;
SODA, SULPHUR, HOT AND MEDICINAL SPRINGS; SUMMER, HEALTH AND PLEASURE
RESORTS; THE MINING, STOCK RAISING AND FARMING INTERESTS;
WHERE TO HUNT, FISH, AND VIEW THE MOST MAGNIFICENT SCENERY IN THE WORLD.
ALTITUDES, DISTANCES, ROUTES AND FARES.
IN FACT IT TELLS YOU
WHAT IS WORTH SEEING, WHERE TO SEE IT, WHERE TO GO, HOW TO GO,
WHERE TO STOP, AND WHAT IT COSTS.

ILLUSTRATED.

BY GEO. A. CROFUTT,
AUTHOR OF "GREAT TRANS-CONTINENTAL RAILROAD GUIDE," "CROFUTT'S TRANS-CONTINENTAL TOURIST,"
"CROFUTT'S NEW OVERLAND TOURIST," ETC.

VOL. I.—1881.

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ALVORD & CO., DENVER.

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Sacramento and San Francisco.

Custom and precedent have made the preface of a book one of the necessities of book-making. It is a department wherein the poor scribe is expected to climb down on his marrow-bones and apologize for something, the gist of which, when reduced to a telegram, would read: *My pen is poor, my ink is bad; if you'll excuse me, I'll be glad.* Now we don't propose to make a very elaborate apology, as we have done the best we could under the circumstances, and should any of our readers think they can do better, we say, *Try it!*

Our aim has been to decide, in our own mind, the wants of the public—of all classes—anticipate their questions, and then to answer them, in as concise and comprehensive a manner as possible.

The *Grip-Sack* is not written in the interest of any corporation—railway, land, or mining company—but is wholly independent, without fear, favor, or hope of reward, further than the merits of the book will justify.

We have given a hasty review of the State at large; made "tours" over all the railways; described 527 cities, towns, stations, mining camps, etc., and how to reach them, with distances and fares; current wages, and where laborers are in demand; a list of all the post offices in the State—384—together with seventy-nine post roads; we have noticed the wonderful pre-historic ruins, and given the English for 605 mining terms in common use, including Spanish, Mexican, Cornish, and American. As a portion of the State's resources, will be found twelve of the representative "Belles of Colorado," from as many cities and towns. These portraits are printed—as well as the view of the city of Denver—by the artotype process of Mr. W. G. Chamberlain, of Denver, from photographs furnished by representative men of different places, and are of unquestioned respectability.

The above, together with many important features—nearly one hundred illustrations, and the best map of Colorado ever published—is the only apology for writing this book that will be offered by the

*Author.*

*Omaha, Neb., January, 1881.*

---

*Omaha Herald,*
*Electrotypes, Printers, and Binders,*
*Omaha, Neb.*
ELK IN THE NORTH PARK, THE HUNTER'S PARADISE.
# GENERAL INDEX.

<table>
<thead>
<tr>
<th>Page</th>
<th>Colorado ................................................................. from 23 to 30</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Denver, ........................................................................... 31' 34</td>
</tr>
<tr>
<td></td>
<td>Tours by Rail ................................................................... 35</td>
</tr>
<tr>
<td></td>
<td>Tour One, Colo. Div. Broad Gauge, U. P. Ry. .................. 40</td>
</tr>
<tr>
<td></td>
<td>Tour Two, Colo. Div. Narrow Gauge, U. P. Ry. ................ 44' 45</td>
</tr>
<tr>
<td></td>
<td>Tour Three, Cheyenne Div. U. P. Ry. ............................... 44' 45</td>
</tr>
<tr>
<td></td>
<td>Tour Four, Kansas Pacific Div. U. P. Ry. .......................... 45' 48</td>
</tr>
<tr>
<td></td>
<td>Tour Five, South Park Div. U. P. Ry. ............................... 48' 53</td>
</tr>
<tr>
<td></td>
<td>Tour Six, D. &amp; R. G. Ry. to Leadville ......................... 53' 60</td>
</tr>
<tr>
<td></td>
<td>Tour Seven, D. &amp; R. G. Ry. to San Juan .......................... 60' 66</td>
</tr>
<tr>
<td></td>
<td>Tour Eight, Atchison, Topeka &amp; Santa Fe Ry. ................... 67' 69</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Page</th>
<th>Alphabetical list of Cities, Towns, Villages, Stations, Mining Camps, etc. from 71 to 155</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Post Roads of Colorado ................................. ................................. 156' 161</td>
</tr>
<tr>
<td></td>
<td>Post Offices ............................................... ............................... 161' 162</td>
</tr>
<tr>
<td></td>
<td>An Underground World .................................................. 163' 164</td>
</tr>
<tr>
<td></td>
<td>Ancient Ruins .................................................. 165' 169</td>
</tr>
<tr>
<td></td>
<td>Glossary of Mining Terms .......................... ................................. 171' 176</td>
</tr>
<tr>
<td></td>
<td>Items as they Run ........................................... ............................ 177' 182</td>
</tr>
<tr>
<td></td>
<td>Stock-raising, Cattle, Sheep, etc. ................. ................................. 45' 46</td>
</tr>
<tr>
<td></td>
<td>Classified Business Directory ...................... .................................. 183</td>
</tr>
</tbody>
</table>

# ILLUSTRATIONS.

<table>
<thead>
<tr>
<th>Page</th>
<th>Belles of Colorado—Artotype ........................................ Frontispiece</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elk, in North Park ................................................................ 19</td>
</tr>
<tr>
<td></td>
<td>American Progress ................................................................ 22</td>
</tr>
<tr>
<td></td>
<td>Chicago Lakes ...................................................................... 25</td>
</tr>
<tr>
<td></td>
<td>Mt. Holy Cross .................................................................... 27</td>
</tr>
<tr>
<td></td>
<td>City of Denver—Artotype ................................................. 33</td>
</tr>
<tr>
<td></td>
<td>&quot; of Leadville, on map of Colorado ..................................</td>
</tr>
<tr>
<td></td>
<td>Map, Denver &amp; Rio Grande Railway .................................... 30</td>
</tr>
<tr>
<td></td>
<td>Mountain and Canyon View ..............................................</td>
</tr>
<tr>
<td></td>
<td>Clear Creek Canyon ..................................................... 34</td>
</tr>
<tr>
<td></td>
<td>Portrait Hon. W. A. H. Loveland .................................... 35</td>
</tr>
<tr>
<td></td>
<td>Camping Out in Estes' Park ............................................ 38</td>
</tr>
<tr>
<td></td>
<td>Artists' Mountain Camp ............................................... 39</td>
</tr>
<tr>
<td></td>
<td>Snowy Range, from James' Trail ..................................... 39</td>
</tr>
<tr>
<td></td>
<td>Zig-zag Railroad from Black Hawk to Central City ............. 42</td>
</tr>
<tr>
<td></td>
<td>Devil's Gate, near Georgetown ....................................... 42</td>
</tr>
<tr>
<td></td>
<td>Cattle Brand ................................................................... 46</td>
</tr>
<tr>
<td></td>
<td>Boston &amp; Colorado Reduction Works ................................. 47</td>
</tr>
<tr>
<td></td>
<td>Nearing Kenosha Hill .................................................. 59</td>
</tr>
<tr>
<td></td>
<td>Hydralic Mining ......................................................... 51</td>
</tr>
<tr>
<td></td>
<td>Portrait General W. J. Palmer ...................................... 53</td>
</tr>
<tr>
<td></td>
<td>Garden of the Gods .................................................... 54</td>
</tr>
<tr>
<td></td>
<td>Rock Cones, Garden of the Gods .................................... 55</td>
</tr>
<tr>
<td></td>
<td>Royal Gorge, Arkansas River ....................................... 58</td>
</tr>
<tr>
<td></td>
<td>South Park from Kenosha Hill ...................................... 59</td>
</tr>
<tr>
<td></td>
<td>Bird's-Eye View of Pueblo and Surroundings ..................... 61</td>
</tr>
<tr>
<td></td>
<td>Crossing Sangre de Christo Mountains ............................ 63</td>
</tr>
<tr>
<td></td>
<td>Fort Garland ............................................................ 64</td>
</tr>
<tr>
<td></td>
<td>Packers, Crossing the Mountains .................................. 66</td>
</tr>
<tr>
<td></td>
<td>Snow Skates .................................................................. 66</td>
</tr>
<tr>
<td></td>
<td>Grape Creek Canyon, near Canon City .............................. 67</td>
</tr>
<tr>
<td></td>
<td>Temple, Grape Creek Canyon ......................................... 67</td>
</tr>
<tr>
<td></td>
<td>The Picket-wire ....................................................... 69</td>
</tr>
<tr>
<td></td>
<td>Boulder Canon ............................................................ 70' 78</td>
</tr>
<tr>
<td></td>
<td>Cache-a-la Poudre Canon ............................................. 74' 83</td>
</tr>
<tr>
<td></td>
<td>Beaver Brook Station, Clear Creek ................................ 75</td>
</tr>
<tr>
<td></td>
<td>Gulch Mining, near Breckenridge .................................. 79</td>
</tr>
<tr>
<td></td>
<td>Needle Rocks .................................................................. 82</td>
</tr>
<tr>
<td></td>
<td>View near the &quot;Garden of the Gods&quot; ................................ 80</td>
</tr>
<tr>
<td></td>
<td>Colorado Springs and Pike's Peak .................................. 87</td>
</tr>
<tr>
<td></td>
<td>Cataraet Gorge, Platte Canyon ...................................... 90</td>
</tr>
<tr>
<td></td>
<td>Cathedral Rocks ....................................................... 91</td>
</tr>
<tr>
<td></td>
<td>Grey's Peak, from Snake River Pass ............................... 94</td>
</tr>
<tr>
<td></td>
<td>Grand River--Middle Park ........................................... 95</td>
</tr>
<tr>
<td></td>
<td>Long's Peak, from Estes' Park ...................................... 98</td>
</tr>
<tr>
<td></td>
<td>City of Georgetown .................................................. 99</td>
</tr>
<tr>
<td></td>
<td>Green Lake, near Georgetown ..................................... 102</td>
</tr>
<tr>
<td></td>
<td>Kelsa Cabin, Grey's Peak ........................................... 103</td>
</tr>
<tr>
<td></td>
<td>Red Rock Spires, near Boulder City ................................ 106</td>
</tr>
<tr>
<td></td>
<td>Mineral Springs, near Idaho City .................................. 110</td>
</tr>
<tr>
<td></td>
<td>Summit Lake ............................................................. 111</td>
</tr>
<tr>
<td></td>
<td>Granite Falls, near Lake City ....................................... 115</td>
</tr>
<tr>
<td></td>
<td>Crook's Reduction Works, Lake City ............................... 115</td>
</tr>
<tr>
<td></td>
<td>Grey's Peak .............................................................. 119</td>
</tr>
<tr>
<td></td>
<td>Scene in Middle Park ................................................ 122</td>
</tr>
<tr>
<td></td>
<td>Outlet of Grand Lake, Middle Park ................................. 126</td>
</tr>
<tr>
<td></td>
<td>Double-Header, Clear Creek Canon ................................. 127</td>
</tr>
<tr>
<td></td>
<td>Starting on a New Trail ............................................... 130</td>
</tr>
<tr>
<td></td>
<td>Out on Vacation &quot;Roughing It&quot; ...................................... 131</td>
</tr>
<tr>
<td></td>
<td>Climbing Ute Pass, Wagon Road ..................................... 135</td>
</tr>
<tr>
<td></td>
<td>Old Man of the Mountains .......................................... 139</td>
</tr>
<tr>
<td></td>
<td>Hanging Rock--Clear Creek Canon .................................. 142</td>
</tr>
<tr>
<td></td>
<td>Rolling Down &quot; &quot; &quot; ................................................. 147</td>
</tr>
<tr>
<td></td>
<td>Lower Twin Lakes ..................................................... 150</td>
</tr>
<tr>
<td></td>
<td>Upper &quot; &quot; ............................................................... 155</td>
</tr>
<tr>
<td></td>
<td>Wagon Wheel Gap, Rio Grande Del Norte ......................... 151</td>
</tr>
<tr>
<td></td>
<td>Hot Sulphur Springs, near Wagon Wheel Gap ................. 154</td>
</tr>
<tr>
<td></td>
<td>Post Rider, on the trail ............................................. 158</td>
</tr>
<tr>
<td></td>
<td>Crossing Camas Divide, D. &amp; R. G. Extension .................. 159</td>
</tr>
<tr>
<td></td>
<td>Cyclopaean Cave, near Leadville .................................. 163</td>
</tr>
<tr>
<td></td>
<td>Chronicle Rotunda ..................................................... 164</td>
</tr>
<tr>
<td></td>
<td>Cliff Dwellings, Southwestern Colorado ......................... 166</td>
</tr>
<tr>
<td></td>
<td>Valley of San Juan .................................................. 167</td>
</tr>
<tr>
<td></td>
<td>Cliffs, and Cliff Houses ............................................ 168</td>
</tr>
<tr>
<td></td>
<td>Placer Mining on San Miguel ....................................... 170</td>
</tr>
<tr>
<td></td>
<td>Looking a-leeley-out ............................................... 177</td>
</tr>
<tr>
<td></td>
<td>Hunting in Middle Park ............................................. 179</td>
</tr>
<tr>
<td></td>
<td>New Map of Colorado ................................................ 180</td>
</tr>
</tbody>
</table>
SPANISH-MEXICAN AND INDIAN NAMES

FOUND IN THIS BOOK, WITH THEIR PRONUNCIATION AND SIGNIFICATION.

Animas—Souls.
Apishapa—Apish-a-paw. An Indian name.
Barbela—Proper name, after whom a settlement was named.
Blanco—White.
Caynero—Car-nar-o. Sheep-wether.
Chama—Chah-mah. Indian name.
Chileteille—Chilee-tee-yA. Chile is red pepper.
Cochetopa—Indian name.
Conchos—Co-na-hos. Rabbits.
Costilla—Cos-tee-yA. Rib.
Crestones—Crests—three prominent peaks.
Cucharas—Spoons.
Culebra—Cu-la-bra. A snake.
Dolores—Griefs.
El Moro—From El Moro in Spain.
HuerfanO—Whar-fa-no. Orphan.
Hermosilla—Er-mo-seya. Beauty.
Hermosa—Er-mo-so. Beautiful.
Ignacio—Ignatius.

La Garita—La Ga-ree-ta. Sentry box.
La Junta—La Hou-ta. Shrubbery, brush.
La Jara—La Hah-ra.
La Plata—Silver.
La Veta—La Va-ta. The lode, or lead.
Loma—Small table lands on both sides of a river.
Los Madriles—Ma-dree-les.
Lucero—La Say-ro. The Morning Star, proper name, after whom a settlement was named.
Manassa—Scripture name—a Mormon colony.
Mariposa—Butterfly.
Mosco—A pass—named for the finder.
Navajo—Nav-a-ho. Indian name.
Nutria—Nu-tre-ta. little beaver.
Oso—O-ho. Spring.
Ojo Napesita—Indian name.
Pajosa—Pah-gosa. Indian for boiling spring.
Placita—a small plaza.
Piedra—Pe-a-dra. Rock.
Poncho—Poncho. An Indian name.
Rincones—Corners—name of a plaza.

Rio Alto—High river.
Rosita—Ro-sie-ta. Rosy—little rose.
Sallado—Sa-ya-do. Salt.
Sageache—Sawatch. Indian name.
Santa Clara—St. Clare.
San Acacio—Name of saint.
San Antonio—St. Anthony.
San Cristobal—St. Christobal.
San Isidro—San Is-ee-dro.
San Juan—San-whan. St. John.
San Luis—St. Louis.
San Rafael—San-Rafill. St. Raphael.
Tijeras—Te-hay-ass.
Tomich—To-mee-che. Indian name.
Trinchera—Trin-chi-y-ra. French for intrenchment; site of former Indian fight.
Trinidad—Trinity.
Uncompahgre—Un-com-pah-gree. Indian name.

Vallecito—Va-yee-ce-to. Little valley.
Vernal—Ver-dant; like summer.
Vigil—Ve-heel. Proper name; for whom a settlement was named.
Wahtotya—Wa-ha-toy-a. Indian; two breasts; twins.
COLORADO.

This State, although the youngest in the American Union, possesses nearly all the natural advantages of her old sisters, while in many respects she stands forth pre-eminently superior to any of them; and to the world at large.

WHAT CAN BE CLAIMED FOR COLORADO.
The largest coal vein in the world.
The greatest number of developed ore-producing mines.
The greatest number of mine locations.
The greatest number of medicinal and mineral springs.
The longest and deepest canons in the world.
The grandest canoon and mountain scenery.
The largest substantial city of its age in the world.
The most healthful climate.
The highest mountain ranges, peaks and parks in the union, and the source of the greatest number of large rivers.
The finest, most abundant and greatest variety of game, feathered and haired, as well as the most numerous streams stocked with the finest trout.
The most abundant water power; mill sites and dam sites, are numberless.
The most accessible for tourists and health seekers from the populous States of America, and the cheapest.
The "biggest" little railway in the world.

These superior advantages, together with one of the most complete school systems, place the young State of Colorado in the front rank of progress, and, should we judge from the rapid advancement of the past twenty years, before the dawn of the second Centennial of American Independence, she will be the most populous as well as one of the wealthiest of all her sister States.

Colorado was admitted as a State in July, 1876, one hundred years after the Declaration of American Independence, from which fact it is often denominated the "Centennial State."

It is situated between the thirty-seventh and forty-first degrees of north latitude and the twenty-fifth and thirty-second meridians of longitude west from Washington, containing 103,912 square miles, about one-third of which is prairie lands, lying east of the base of the Rocky Mountains; the other two-thirds are mountainous, with parks and small valleys sandwiched in between the mountain ranges.

The greater portion of the prairie section of the State is occupied almost exclusively by stockraisers, as are also many of the mountain parks and mountain valleys.

It is not our province or purpose to enter into the history, or a very minute description of Colorado; other and abler pens have essayed the task.

Volumes could not suffice to do justice to her vast resources, her inexhaustible mines of gold, silver, iron, coal, copper, etc., her rich and fertile valleys; her broad plains, on which roam millions of cattle, sheep and horses; her varied agricultural resources; her dense forests and lofty mountains, mineral and medicinal springs, grand canons and magnificent scenery, genial climate and whole-souled people; these cannot be described in one small "grip-sack" volume; they must be seen to be appreciated, and the reader of any work treating on Colorado must live among her harry, hospitable people before a correct understanding of their real character can be obtained.

CLIMATE AND HEALTH.
The climate in Colorado is dry and very healthy; diseases common in the older States are unknown here. Pulmonary complaints are either eradicated from the system of invalids who resort to this country, or the disease becomes so modified that the sufferer enjoys a marked improvement in health. Within the last few years numerons hot springs have been discovered in various parts of the State, which are admitted to possess great medicinal qualities, particularly for the cure of rheumatism and kindred diseases.

IRRIGATION AND CROPS.

In some counties of the State irrigating canals, carrying large streams of water, taken out of the mountain rivers, near the mountains, have been built, extending for fifty miles or more over the plains, from which innumerable small ditches conduct the water over the fields of the farmers, thus insuring good crops, as irrigation is necessary on nearly all tillable land in the State; yet there are a few patches along the river bottoms and about springs where crops can be raised without irrigation, but they are liable to be destroyed at any time by overflow or too much water.
Wheat yields from 30 to 50 bushels to the acre and other small grains do well. Corn, except in Boulder and Larimer counties and vicinity, is not a success as compared with some eastern States. Vegetables of all kinds do remarkably well in all parts of the State where the land is supplied with water. In the southwestern portion of the State, in La Plata and Conejos counties, we have seen vegetables in the fields and markets unsurpassed in abundance, flavor and size by any portion of the older States.

**COAL AND IRON.**

Coal is abundant all over the State; mostly bituminous, and is harder, brighter, less dirty and leaves less residue than most of the coal found elsewhere. At Durango, on the Animas River in La Plata county, a coal vein crops out near the town, ninety feet in thickness, of good cooking quality; about five miles from the town is a small vein of anthracite coal, said to equal the best coals of that kind found in Pennsylvania. Coal is also found in the counties of Boulder, Jefferson, Fremont, Las Animas, Gunnison, Conejos, Ouray, and several others. Large quantities of iron ore, of good quality, are often found in connection with the coal deposits. One deposit of iron ore recently discovered within five miles of Placer, in Costilla county, is 90 per cent. iron, almost pure metal. This has been tested and found so valuable that a party of capitalists have associated themselves together, purchased the mine, built a railway to it, and have now in course of erection, near Pueblo, one of the largest steel works in this country. Manufacturers of machinery and all kinds of iron implements would find in Colorado an abundance of raw material and an almost unlimited market. Paper mills, woolen mills, and lead works, would be found very profitable in this State.

**PRECIOUS METALS.**

Gold, silver, copper, and lead are the principal mineral productions of the State, and are found principally in the most mountainous portions of the State. Pike's Peak became famous in 1858-9, though it is said that gold was discovered in the Territory in 1849. The placer mines were never very extensive, at least those which were discovered in early days were not lasting ones; but, within the last year attention has been directed to these old mines, and several companies have been formed with ample means for not only working over the old placers but many new ones by improved hydraulic process. We have known one of these companies to clean up an ounce of gold a day to the hand for several weeks in succession, yet it did not seem to surprise anyone in the vicinity. The fact is Coloradans have got so accustomed to hearing of and seeing "big strikes," that it would almost take a mountain of solid gold to excite their surprise.

The chief wealth of the mines lies in the gold and silver-bearing quartz lodes. In many of the mines the ores are very refractory, and large fortunes have been expended to find some way to work these ores in such a manner as to secure a profit. In many of the mill runs of Gilpin county the "tailings" from the mills are found to be worth as much as the ore yielded by mill process. Many plans have been adopted and as many discarded. About the only works that have proved a success are those at Argo, near Denver, under the charge of Prof. Hill. These works are the largest in Colorado, and most successful.

**NEW MINING CAMPS.**

Just before starting out from Denver on a three months' tour through the mining cities, towns and camps of the San Juan and Gunnison counties, we met an old California miner who claimed to have visited every mining camp west of the range, and he assured us that "all the reports of rich lode mines in either the San Juan or Gunnison are a fraud," that "there are not 500 people in the whole country, and they would leave, but are too poor." We thought he lied, but as he weighed the most, and had a couple of "guns" in his belt, we excused him and did not express our thoughts, but concluded if such was the case it would be well to provide ourselves with a "grub-stake" before starting. We made the tour, over 3,400 miles, and was never out of sight of civilization one hour at a time. People are scattered all over the country, prospecting, mining, stock raising, cutting grass, building bridges and wagon roads, publishing newspapers, building smelting works, and mills, erecting large business blocks, and prosecuting all kinds of business enterprises with a vim, vigor and push that says: "This country is good enough for us. We have come to stay."

From what we saw on our tour we are fully convinced in our own mind that that portion of Colorado, usually included when speaking of the San Juan and Gunnison counties, is the richest in mineral deposits, and soon will be the most populous section of Colorado. What is needed is railroads, cheap freight, mills, machinery, and smelting furnaces. The ores are there, they are rich, they are apparently inexhaustible.

**TREASURES CROP-OUT.**

On a mountain in Hinsdale county, one side of which has been cut away by the action of the waters in past ages, leaving it perpendicular and in places overhanging to the height of over a thousand feet, a great number of veins of mineral "mor-ov" from the sides in well-defined bodies, some of which can be traced along the cliff for miles, and can be
seen from miles away. Pieces from these ore veins have been picked up at the base of the cliff which assayed over $100 in silver with a large per cent. of lead. The location of these lodes are well known in the country, but, as they are all the way from 400 to 1,000 feet high, in a perpendicular cliff, inaccessible, they have not been "staked" or "recorded." Another reason is, the country is full of mines "laying around loose," that are rich and easy of access. The Denver & Rio Grande Railway has been so successful spanning mountain gorges, laying out cities, running to mines and climbing the mountains generally, we would hardly be surprised to find on our next return to this country, that one of the stations of this railway was suspended by a celestial cable just on a level with the mines, that the company had staked off the side of the cliff, and was selling town lots to the gaping multitude.

MOUNTAIN SCENERY.

The grandest mountains and mountain scenery is found in Colorado. The highest peaks rise, snow-clad, proudly and defiantly in the clear blue sky; their gray sides and white crests being visible in this clear atmosphere for many, many miles away.

In the pure air of this country objects like these are visible for a great distance, so great indeed, that were it named, those who have never been in these regions, we fear, would doubt the statement. Mt. Blanca is said to be the highest peak in Colorado—14,416 feet, out of forty-one that range between that figure and 14,000. The Alps—storied monuments of poetical legendary fame—cannot compare with these mountains in scenes of sublime beauty and awful grandeur. Here, all the vast scene is before you; the pure air brings the distant mountains within your vision, as though anxious that the whole grand beauty of the scene should be visible at one and the same time. The mind drinks in the inspiration of the glorious vision at one draught, and filled with awe, wonder and admiration, the bounding heart almost stands still, while the eager eyes gaze on the grandest panorama in nature. From the top of Gray’s Peak, a morning scene of glorious beauty is unfolded to the visitor, such as one rarely sees in any clime, for nature in her wildest moods, has never excelled her handiwork in the panoramic view spread out in every direction.

Nowhere in the old world do we ascend so high, from no point is the view so wide and so expansive. From Alpine summits the tourists’ gaze extends over one petty province to rest upon another. Here, the eye fails to reach the full extent of our boundary, and the far horizon closes in the scene by dropping an airy curtain, whose fleecy fringes rest on mountain peaks and vast plains in far distant portions of the same fair land.

THE SNOWY RANGES.

The Continental Divide rears far heavenward its serried peaks—from one side of which the waters of innumerable springs and the melting snows ripple softly away as though afraid to venture on their long journey to the Atlantic Ocean—on the other side of the crest the scene is repeated, only that the waters reach the Pacific Ocean, on the other side of the continent. So close in infancy, so far separated at their grave, the ocean. This point is the apex, the center of the Rocky Mountain Range, the crowning peak of that backbone, whose iron ribs are represented by the many spurs that branch away in earnest support of the whole grand mountain system. From this divide, range on range, gorge after gorge, can be seen, interspersed with rugged peaks, which lend a peculiar wildness to the scene. Far away to the east lies the vast, greyish expanse of the plains, looking like some great ocean, its breast unstirred by the passing breeze, or rippled by a single prow. Nearer, still, along the streams as they tumble through the foothills, along the bordering mountains, nesting in the hollows and between the brown heights, lie miniature prairies, patches of green, on which the rays of the sun fall in folds of golden light, enveloping them in a flood of golden beauty. Small and insignificant as they appear when compared with the vast sea of plains beyond, they are really large valleys, in which are found the best grazing and dairying lands in the State.

There are other valleys, as seen from the mountain tops, which prove on entering them to be both wide and long. They consist of the North, Middle, South, and San Luis Parks. Each is a great central park or valley in itself, shut out from its neighbors by dividing ranges of rugged hills, the only entrances being along the numerous watercourses, which have their origin in the valleys and surrounding peaks and cut their way through their prison walls in their passage to the sea. The extent of these parks vary, the largest being about 80 miles long with an average width of 40 miles. The smallest of the number will not exceed 30 miles in length, with a width of about 15 miles. Some of these lie on the Pacific side of the "backbone," while others rest on the Atlantic, their altitude being from 7,000 to 10,000 feet. They are, in fact, great upland basins, the reservoirs of the debris which for centuries have washed down the mountain sides. Their soil is fertile, yielding wild grasses in abundance, furnishing food for vast herds of cattle, sheep and game. In Europe or New England, were such plains found at such an altitude and in similar latitude, they would be worthless barren wastes, probably regions of perpetual ice and snow; but here, grains are successfully
cultivated, and cattle graze and fatten the year round at the height of 7,000 feet, while those valleys which lie between this altitude and that of the highest—10,000 feet—and including those, also furnish the best of summer pasturage and great crops of natural grasses which are cured for hay and sold in the mining towns. These great fertile areas constitute one of the great resources of Colorado.

**THE FUTURE OF COLORADO.**

The chief industry of this State is mining. And mining enterprises make a better showing to-day than any other industry on the face of the globe. Statistics show that 95 per cent. of all mercantile and manufacturing enterprises result in failure. Railroads which have been considered the most profitable investments, have time and again received assistance from the Government, but have paid only about 2½ per cent. per annum on the capital invested, while mining has paid upwards of 18 per cent. per annum in spite of all obstacles. The very fact that evil and designing men make use of the reputation which mining has acquired to further their own selfish interests, prove conclusively that it is generally considered not only legitimate but profitable business.

Population of the Territory in 1870, 39,868; in 1880, 195,161; increase in ten years, 155,292.
CURRENT WAGES IN COLORADO.

Coloradoans, as a class, are working people, always busy. It is no place for drones. There is always work of some kind for all those who honestly seek it. Make a name for honesty, sobriety and reliability, and you can soon attain any position and salary that your abilities will warrant. If you are not such a person, stay away from Colorado, and let your friends, if you have any, support you in idleness.

Railroad Laborers, $1.50 to $2.25 per day.
Rockmen, $2.50 to $3.00 per day.
Spikers, $2.00 to $2.50 per day.
Heclers and Car-men $2.00 to $2.50 per day. This class of men are always in demand.
Quarrymen, $2.00 to $2.25 per day.
Wagonmakers, $2.00 to $3.00 per day.
Blacksmiths, $2.00 to $3.00 per day.
Roofers, $2.00 to $3.00 per day.
Carpenters, $2.00 to $3.50 per day.
Brickyard Hands, $1.75 to $2.50 per day.
Brick Moulders, $2.50 to $3.50 per day.
Foundry Moulders, $3.00 per day.
Tinners, $2.25 to $3.00 per day.
Miners, $1.75 to $3.50 per day.
Stonecutters, $4.00 per day.
City Laborers, $1.50 to $2.00 per day.
Brakemen, $2.00 to $2.50 per day.
Firemen, $2.00 to $2.50 per day.
Coal Miners, 75c. to $1.00 per ton.
Gold and Silver Miners, $2.00 to $3.50 per day.
Gulch Miners, $2.00 to $3.00 per day.

Log Choppers, $1.00 to $1.20 per 1,000 feet.
Wood Choppers, $1.00 to $1.10 per cord.
Sawmill Men, $1.50 to $3.50 per day and board.
Teamsters, $25 to $35 per month and board.
Bullwhackers, $25 to $35 per month and board.
Muleskinner, $30 to $40 per month and board.
Farm Hands, $20 to $30 per month and board.
Cattle and Sheep Herders, $20 to $30 per month and board.
Brick Layers, $3.50 to $4.00 per day.
Cooks, $25 to $100 per month and board.
Harness Makers, $2.00 to $2.25 per day.
Coachmen, $15 to $25 per month and board.
Farm Boys, $10 to $15 per month and board.
Office Boys, $3 to $6 per week.
Waiters, $25 to $30 per month and board.
Dining-room Girls, $20 to $30 per month and board.
Chambermaids, $20 to $30 per month and board.
Laundresses, $20 to $30 per month and board.
General Housework, $20 to $30 per month and board.
Clerks, from $1.00 to $5.00 per day—depends upon ability.
Board, from $4.50 to $6.00 per week.
Cooks, and girls for private families are in great demand.
To learn in what country towns and camps, special kinds of laborers are in demand, see list of "Cities, Towns, Etc."
It is best in coming to Colorado, hunting for work, to bring along a little money so you can pay your way into the mining regions, if you fail to obtain work in Denver, or the neighboring towns, and above all things, don't come to Colorado unless you are determined to make a good honest record. Keep away from the gambling houses, bar-rooms and bagnios and you are all right; visit them, and you are lost; may be, with your "boots on."

RAILROADS IN COLORADO.

Kansas Pacific, Denver Pacific, Boulder Valley, Colorado Central, (broad gauge), Colorado Central, (narrow gauge), and the Denver, South Park & Pacific, are six roads, centering in Denver, all under the management and are divisions of the new Union Pacific Railway Company; principal headquarters in Omaha, Neb. The resident officers of the Consolidated Line in Colorado are, A. A. Egbert, Supt., Golden, and Geo. Ady, Gen'l Ag'l, Denver. The Denver & Rio Grande have their initial point in Denver, as well as business offices. The Atchison, Topeka & Santa Fe enter the State 149 miles east of Pueblo, its main line running south from La Junta, passing through Trinidad to the New Mexican Lk, a distance of 97 miles. A branch road runs west from Pueblo, up the Arkansas River, 40 miles to a coal bank, owned by the company, from which they draw large supplies of coal used on their road.

STATISTICAL INFORMATION FOR 1880.

Colorado paid the Government for Internal and Postal Revenue for 1880, ending December 31st, 1880, as follows:

The figures presented below will show the amount of internal revenue tax this State (and Territory) has paid since 1863, and the constant rate of increase:

<table>
<thead>
<tr>
<th>YEARS</th>
<th>AMOUNT</th>
<th>YEARS</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1863</td>
<td>$21,078 85</td>
<td>1873</td>
<td>$75,749 64</td>
</tr>
<tr>
<td>1864</td>
<td>41,165 98</td>
<td>1874</td>
<td>64,855 98</td>
</tr>
<tr>
<td>1865</td>
<td>123,392 50</td>
<td>1875</td>
<td>70,521 82</td>
</tr>
<tr>
<td>1866</td>
<td>150,614 13</td>
<td>1876</td>
<td>82,668 57</td>
</tr>
<tr>
<td>1867</td>
<td>151,086 51</td>
<td>1877</td>
<td>75,774 58</td>
</tr>
<tr>
<td>1868</td>
<td>119,212 96</td>
<td>1878</td>
<td>83,957 90</td>
</tr>
<tr>
<td>1869</td>
<td>69,909 96</td>
<td>1879</td>
<td>105,399 35</td>
</tr>
<tr>
<td>1870</td>
<td>73,910 34</td>
<td>1880</td>
<td>193,474 18</td>
</tr>
<tr>
<td>1871</td>
<td>69,925 65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1872</td>
<td>63,272 34</td>
<td>Total</td>
<td>$1,087,829 64</td>
</tr>
</tbody>
</table>

The National Banks pay directly to the Treasurer of the United States. If the amount they pay was added to the above, it would show the grand total of tax paid to be fully $2,000,000.

AGRICULTURAL PRODUCTS OF 1880, ACCORDING TO THE "COLORADO FARMER," ARE:

<table>
<thead>
<tr>
<th>ARTICLES</th>
<th>ACREAGE</th>
<th>QUANTITY</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheat</td>
<td>52,000</td>
<td>775,000 bush</td>
<td>$910,000</td>
</tr>
<tr>
<td>Oats</td>
<td>20,000</td>
<td>350,000</td>
<td>$224,000</td>
</tr>
<tr>
<td>Corn</td>
<td>10,000</td>
<td>200,000</td>
<td>$140,000</td>
</tr>
<tr>
<td>Barley</td>
<td>3,000</td>
<td>80,000</td>
<td>$80,000</td>
</tr>
<tr>
<td>Rye</td>
<td>3,000</td>
<td>60,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>Potatoes</td>
<td>5,000</td>
<td>500,000</td>
<td>$750,000</td>
</tr>
<tr>
<td>Vegetables</td>
<td>20,000</td>
<td></td>
<td>2,000,000</td>
</tr>
<tr>
<td>Alfalfa, Timothy, and Clover</td>
<td>1,000</td>
<td>3,000 tons</td>
<td>55,000</td>
</tr>
<tr>
<td>Hay</td>
<td>75,000</td>
<td>75,000</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Small Fruits</td>
<td>2,000</td>
<td></td>
<td>500,000</td>
</tr>
</tbody>
</table>

Total  | 191,500 | $6,231,000 |

CATTLE.

Returns of Assessors—head.  | $541,503 |
Valuation.                    | $5,767,379 |
Aggregate sales—head.         | 55,000   |
Value of sales.                | $1,000,000 |
Value of increase—50,000 head. | 1,000,000 |

SHEEP.

Assessors’ returns, 1880, sheep. | 782,699 |
Increase, lambs.                | 300,000  |
Value of sheep.                  | $2,000,000 |
Value of increase.               | 500,000  |
Mutton sold.                    | 250,000  |
Wool sold, pounds.              | 600,000  |
Value wool.                      | $1,500,000 |

HORSES AND MULES.

Assessors’ returns, 1880, horses. | 69,274 |
Valuation, horses.               | $6,000,000 |
Assessors’ returns, mules.       | 5,907   |
Valuation, mules.                | $423,789 |

SUMMARY.

Value agricultural products.     | $6,231,000 |
Value cattle.                    | 5,767,379  |
Value sales.                     | 1,000,000  |
Value increase.                  | 1,000,000  |
Value sheep.                     | 2,000,000  |
Value sheep increase.            | 500,000   |
Value mutton sold.               | 250,000   |
Value wool sold.                 | 1,500,000  |
Value horses.                    | 6,000,000  |
Value mules.                     | 423,789   |

Total.                          | $34,010,168 |
DENVER.

Denver, the capital, commercial center and principal city in the State of Colorado, contained in 1870 a population of 4,759; by census of 1880, 35,718. There is no city in the world increasing in population, wealth, or substantial improvements more rapidly than the city of Denver at the present time. The daily arrivals at the hotels average over 600. New business blocks are being erected of stone or brick on all the principal streets such as would do credit to the great cities of the East. Private residences by hundreds are going up in all parts of the city and suburbs, and yet there are none "to rent," and real estate is advancing correspondingly. If you go to Denver with your family and want a house to live in you will have to build or buy one, and live in a hotel in the meantime. There are hundreds of fine private residences in and around Denver that have been built within the past three years by men of wealth as a home that cost from $15,000 to $50,000, and furnished with all the luxuries that money can buy. Great numbers of these residences are owned by men who have made their fortunes in the mines, perhaps, after leading nomadic lives of want and exposure for years, have settled down to enjoy life.

Denver is the county seat of Arapahoe county, fourteen miles east, in a direct line, from the base of the Rocky Mountains. Elevation 5,224 feet above sea level. It is situated in the valley of the South Platte River, on the eastern bank, at the juncture of Cherry Creek, at a point where the rolling prairie land gradually slopes to the westward, facing the mountains, which are in full view for a distance of 200 miles, from north to south. The highest points, Long’s Peak to the north, Pike’s Peak to the south, and the “Dome of the Continent,” Gray’s Peak in the center, are in plain view, towering far above the tops of the surrounding mountains. An open, rolling country surrounds the city, being the outer border of that immense plain which stretches away to the waters of the Missouri River, 600 miles to the eastward.

Where in 1858 there were only a few log cabins, tents and wagons to shelter less than 100 people, are now eight thousand buildings, many of which have been erected at a cost of from twenty-five to two hundred thousand dollars. Where, then, not a shade tree existed, are now over one hundred and forty thousand in the yards and bordering sidewalks, sustained and nourished by streams of pure mountain water, which is distributed through the ditches and gutters running parallel with the sidewalks.

The city is provided with water by the Holly system of works, situated at two different points of the city, and by a canal twenty miles in length, which conducts the water from Platte Canon to the southward over the prairie to a reservoir above the city, from which a portion of it is allowed to flow through the streets and parks of the city, and the yards and gardens of the citizens.

During the year 1880 there has been a great many expensive buildings completed, and many others commenced. Among the most prominent are the Windsor and Glenarm Hotels; The Tabor Block, and Tabor Opera House; The Court House and the Union Depot.

The Court House is 93x212 feet, three stories and basement, built of brick and stone. The contractors are under bond to have the building completed by September 1st, 1882.

The Union Depot Company was organized and incorporated November, 1879, under the laws of Colorado, by Bela M. Hughes, Walter C. Cheesman, D. C. Dodge, A. A. Egbert, and J. F. Wilson, with a stock Capital of $400,000. Its object is to build, own and operate a Union depot, for railroads centering in the city of Denver. The company owns about twelve acres of ground, on which they are constructing an ornamental depot, in the modern Gothic style of architecture. It is situated on the east bank of the Platte River, at the foot of 16th, 17th, and 18th streets, is 508 feet in length by 65 feet in width, two stories, with a tower 165 feet high, built of Lava stone, from Castle Rock, with trimmings from the quarries at Morrison’s and Manitou.

This building is now well advanced, and will be completed in the early spring of 1881. On the first floor, conveniently located, is the Baggage Room, 75x76 feet; Ladies’ Waiting Room, 56x59 feet; Gents’ Waiting Room, 60x62 feet; Dining Room, 44x62 feet; two Express Rooms, each 80x62 feet, with five burglar-proof vaults; Mail Room, Telegraph and Telephone Offices, Barber Shop, Lunch and Check Stands, fitted with all the modern improvements for the convenience and comfort of the traveling public.

The second story will be divided into spacious
rooms to be used as a hotel or for office apartments of the several railroads interested.

The entire building will be thoroughly ventilated and heated by the most approved heating apparatus, supplied with steam from two horizontal tubular boilers, each fifty-four inches in diameter and sixteen feet long, containing thirty-eight 4-inch flues.

The tracks are to be located on the north side of the building, and will be six in number of three rails each, for the accommodation of both standard and narrow gauge cars; the space between the tracks varying from eleven to twenty-five feet, which, as well as the space between rails, will be planked, and the spacious grounds, dining hall, baggage and waiting rooms will be lighted by electricity. This enterprise will require an expenditure equal to the entire capital stock of the company, and when completed will be one of the finest depots in this country, an ornament to the city, and an improvement of which its projectors, as well as the citizens of Denver, may justly feel proud.

The Denver City Steam Heating Co. was incorporated December 15th, 1879, to supply steam by the Holly system or any other to heat dwelling houses, stores, shops, factories, and other buildings, and for motive power to run machinery and other purposes. The company's works are located near the Platte River and gas works, foot of 16th Street, are of brick; they have six 300-horse power boilers, and over two miles of pipe laid from their works. Steam was first turned on November 5th, 1880, and was a success from the start. The American Hotel, several engines and many offices are using the steam and declare it to be a great saving. The company have ordered more pipes, and they will be laid and the steam supplied in all parts of the city as soon as possible. The company has a capital stock of $500,000, and $100,000 has already been expended in their works and business. We notice among the incorporators J. W. Smith, Geo. Tritch, and E. P. Hallack, pioneer names in Colorado twenty years ago. These men have made their fortunes in the State, and are now all using it to introduce a steam heating system at once ample, cleanly, pleasant, always ready and cheap.

Gentlemen's Driving Park is another new institution. It is situated 2½ miles southeast of the city, up Cherry Creek; contains 80 acres, half-mile track, well inclosed, and with buildings that cost $29,000.

The city is built principally of brick and stone, has a United States mint, six railroads, leading to all points of the compass, several horse railroads, an opera house and several small theaters and halls; seven banks, four of which are National, eleven schools, some occupy buildings that cost $75,000; four academies and colleges, including Brinker's Collegiate Insti-

tute, the best in the State; (see "Items as they Run") two telephone companies, a literary society, high school lyceum; three libraries, state, law and school; twenty-eight churches, which include Baptist, Catholic, Christian, Congregational, Episcopal, Jewish, Methodist, Presbyterian, Reform and Unitarian.

Of secret orders there are so many that you cannot keep any thing secret. The Masons have a Masonic Hall located on the corner of 15th and Holladay streets, and ten separate lodges. The Odd Fellows have an Odd Fellows' Hall at 369 Lawrence street, and nine separate lodges.

The Knights of Pythias have three lodges; Red Cross, two; Good Templars, two. Then there are twelve Benevolent Societies of various kinds; eighteen miscellaneous organizations, such as medical societies, industrial associations, water companies, etc.

Denver has six breweries, five carriage and wagon manufactories, five express companies, six flouring mills, six foundry and machine shops, fifty-six insurance companies and agencies; twenty-six hotels—hotels till you can't rest: twenty-seven livery and sale stables, eleven lumber dealers, many of whom are manufacturers; fifty-five physicians and surgeons, eighty-five lawyers, thirty meat markets, and seventeen drug stores—drug stores are a little short, but there are more building.

Denver is well supplied with newspapers. The News, Tribune, Times and Republican are daily and weekly. The Herald, Farmer, Era, Mining Review, Journal, Great West and Inter-Ocean are weeklies. The Presbyterian is a monthly, and the Reporter is a daily hotel paper.

The Windsor is the largest hotel in the city. Everything is first-class. Of a dozen others, the difference in them is not notable.

The Merchant's Board of Trade, composed of all the principal mercantile firms of the city, was organized Nov. 12th, 1880, with J. T. Cornforth, president.

The State Agricultural Society has forty acres of ground adjoining Denver, north, where accommodations are provided for holding their annual fairs.

Earliest History.—The first settlement where Denver now stands, was made Nov. 1st, 1858. Auraria, now West Denver, was laid out and named on the 4th, and on the 6th, there being 200 people present, an election was held, and H. J. Graham was elected a delegate to Congress, and instructed to get the "Pike's Peak gold mines" set apart from Kansas as a separate Territory. On the 8th, Mr. Graham started for Washington on horseback. In December following, the town of St. Charles was laid out, where East Denver now stands.

In the following spring the town was sold, and the purchasers named the place Denver. On the 21st of April, 1859, the first printing
Sectional View of Denver,—looking west.
press arrived in Aurora, and in twenty-seven hours from its arrival the first copy of the Rocky Mountain News was issued, with Wm. N. Byers and Thomas Gibson as editors and proprietors. Simultaneous with this issue, the "Cherry Creek Pioneer," edited by Jack Merrick, appeared, but subsided after first issue, and its editor went to mining.

May 7th, 1859, two "Pike’s Peak" express coaches arrived, nineteen days from Leavenworth.

In July, 1860, the U. S. post office was first opened in Denver, previous to which it cost twenty-five cents to one dollar for each letter besides the U. S. Postage, according to the amount of competition. Now, how changed!

The Colorado Central Company was the first to receive a charter to build a railroad in Colorado. It was obtained in 1863, and the first ground was broken at Golden, in May, 1867.

The Arapahoe, Jefferson and South Park railroad was the first narrow gauge. It was incorporated January 30th, 1868, but charter elapsed for reasons that are old now.

The Denver Pacific, chartered in the fall of 1867, was the first railroad to reach Denver, June 24th, 1870.

The Kansas Pacific was finished to Denver August 15th, 1870.

The Denver & Rio Grande was chartered in February, 1868, and at this time—1851—has more miles in operation than any other company, and is building faster.

The Denver, Rollinsville and Western is a company chartered in November, 1880, to build a road from Denver to the western boundary of the State, via South Boulder River and the Middle Park.

**HOW TO REACH DENVER BY RAILWAY FROM THE MISSOURI RIVER.**

There are three trunk lines from the Missouri River to Denver, by each of which the fares are the same. First class, limited, $27; emigrant $20.

From Omaha you take the train on the Union Pacific at 12:15 p. m., take dinner at Fremont, forty-seven miles west, and supper at 7:00 p. m. at Grand Island, 154 miles from Omaha. You can enjoy your Pullman until next morning at breakfast time, 7:45, at Sidney; you are then 414 miles west of Omaha. You reach Cheyenne for dinner, at 1:20 p. m., and are 516 miles west. Here you change cars and take the train on the Denver Pacific at 2:15 p. m., and arrive in Denver, 106 miles from Cheyenne, or 622 miles from Omaha, at 6:45 p. m. This train connects with the trains to Leadville. You can remain in Cheyenne until 3:30 p. m., and take the Colorado Central train, via Boulder and Golden, and arrive in Denver at 10:00 p. m., 138 miles, making by this route 654 miles from Omaha. Passengers from the west, Ogden or California, arrive in Cheyenne at 3:35 p. m., and take the Colorado Central as above.

From Kansas City you take the train on the Kansas Pacific; two through trains daily. Colorado express leaves at 9:45 a. m., take dinner at Topeka at 1:25 p. m.—sixty-six miles—supper at Abilene at 6:30 p. m.—162 miles; breakfast at Wallace next morning at 7:05 a. m.—420 miles; and reach Denver at 5:45 p. m.—639 miles. The Pacific express leaves Kansas City at 10:10 p. m. Breakfast at Abilene, at 6:40 a. m., arrive at Ellis for dinner at 2:10 p. m.; Wallace for supper, 6:35 p. m., and reach Denver at 5:45 a. m.

From Kansas City you take the train on the Atchison, Topeka & Santa Fe at 9:45 a. m., and arrive in Topeka, sixty-six miles, at 1:05 p. m. Here you connect with the train from Atchison, that left that city at 10:25 a. m., fifty miles distant, take dinner, and reach Florence at 6:30 p. m. 156 miles, for supper, and Laken at 6:55, 424 miles, next morning for breakfast. You enter Colorado at State Line, 470 miles, and arrive at Pueblo at 2:55 p. m., 619 miles. Here you connect with the Denver & Rio Grande, and arrive in Denver at 8:00 p. m., 120 miles, making the distance from Atchison to Denver 739 miles, and from Kansas City to Denver 755 miles. At Pueblo you can connect with the Denver & Rio Grande for Leadville at same time and reach that city at 11:00 p. m., distance 135 miles from Pueblo. Connections can also be made at Pueblo at the same time, with the Denver & Rio Grande for the South, Alamosa, and the San Juan country.

**The time of arrival and departure of all these trains are liable to change at any time, so do not depend wholly upon the above.**

Transfer offices will be found at the depot on arrival of all trains, that convey passengers and light baggage to the hotels and residences in the city for fifty cents each; or carriages can always be obtained at the depot to do the same at the same price. One advantage of the carriages are that "Jehu" will take your trunk or baggage and yourself direct to your destination.
Tours by Rail.

Under the head of "Cities, Towns, Etc."—alphabetically arranged—will be found full descriptions of every Station on the line of every Railroad in Colorado.

HON. W. A. H. LOVELAND.

The Declaration of Independence would be no more complete without the name of John Hancock than the Railroad History of Colorado without the name of Hon. W. A. H. Loveland, President of the Colorado Central.

It was Mr. Loveland who obtained the first charter, threw the first shovel of dirt, and drove the first spike for a railroad in Colorado.

Mr. Loveland was born in Barnstable, Massachusetts in 1826, and while a youth his parents removed to Illinois. He was schooled in mercantile pursuits and grew up a thorough western man, with far-reaching, sagacious and liberal ideas. At the opening of the Mexican war he was one of the first to enlist, which he did in an Illinois regiment and served to the close—to the finale—the storming of Chapultepec, at which place he was severely wounded.

Returning home in the height of the California gold excitement, he started for the new El Dorado, where he remained four years. Again, returning to his old home in Illinois, the "Pike's Peak" gold excitement attracted his attention, and packing up his household goods and as much general merchandise as he could buy and transport, again started westward.

Arriving at the base of the mountains in 1859, he settled in Golden, erected a large brick store and warehouse, and opened out what was then the largest stock of general merchandise in the country. He was in the prime of life, with splendid intellect, indomitable courage and perseverance, and an unbounded faith in the golden future of his adopted home. He soon became widely known and one of the most extensive and enterprising merchants in the territory. Mr. Loveland was one of those venturesome persons that dared to suggest the probability of building a railroad across the continent, or up Clear Creek canon; either was deemed equally absurd by the American people, in about the proportion of 10,000 to one. Yet Loveland nursed the idea of a railroad up Clear Creek, and he quietly went to work to build one. First, he secured the repeal of an old railroad charter granted by the Kansas Legislature, which allowed certain parties to
build from the Missouri river west to the territorial line. Then he secured a charter in 1863 ostensibly for a wagon road up Clear Creek cañon and commenced work—upon his railroad.

In 1866 Mr. Loveland secured a charter for the Colorado Central, under the Territorial laws—which then as now require work to commence within two years from date of charter. Times were hard, money was hard to get, but something had to be done to save the charter. Accordingly in May, 1867, a mass meeting was called at Golden, ground was broke and graded, ties and rails laid and a small hand car run over the 200 feet of completed road. It was not a big lot, but it would keep the charter alive. The following three years the work commenced in earnest, and during 1868 ten miles of road was completed, and thereafter building was continued from year to year, until the present line was completed in 1877—making 184 miles, 130 miles of broad and fifty-four miles narrow gauge.

Mr. Loveland was chairman of the convention which met in 1869 to form a provincial government, and was for many years a member of the Territorial Council; was the Democratic candidate for Governor in 1878, and has twice received the vote of his party in the State Legislature for the United States Senate, for which position he is eminently qualified. In 1878 he purchased the Rocky Mountain News of Denver, the oldest journal in the State, and one of the most reliable, successful and enterprising. Within the past few years he has been largely engaged in mining, and is said to have become one of the bonanza kings of Colorado. There are few men in Colorado so well known as Mr. Loveland, none more respected or with more personal friends: he has filled honorably and well his various positions in life, and, it is to be hoped he has before him many more years of usefulness.

TOUR NUMBER ONE.

COLORADO CENTRAL RAILROAD, OR COLORADO DIVISION UNION PACIFIC RAILWAY.

The “Central” was the first railroad corporation in Colorado, having been organized in 1865. In 1869 ten miles were completed. In September, 1870, the broad gauge portion between Denver and Golden was completed, and in April of the same year work was commenced on the division extending north to Longmont and west to Black Hawk, Central and Georgetown. The mountain portion of the “Central” is a three foot narrow gauge, commenced at the same time as the Longmont division, and completed September 1st, 1871, to the Forks, or the junction of North and South Clear Creek, thirteen miles from Golden, and in December following, up North Clear Creek to Black Hawk, thirty-six miles from Denver. In March, 1873, the South Clear Creek line was completed to Floyd Hill, three and a half miles above the Forks and to Georgetown in the fall of 1876. In July, 1877, work was commenced on the extension from Longmont north and completed to a junction with the Union Pacific at Colorado Junction, six miles west of Cheyenne, in October of the same year, making the whole mileage of the “Central” 184 miles, of which 130 miles is of the broad and fifty-four miles narrow gauge.

The train leaves the Union Depot, foot of Sixteenth street. We will take the cars of the broad gauge running to Cheyenne via Golden, Boulder and Fort Collins. Time, 7 a. m. Passengers by this train connect at Cheyenne with the Union Pacific west bound train for Utah and Pacific coast. Those who choose to pay fifty cents for the privilege can take a seat in one of the Horton Chair cars, which accompany all regular passenger trains on this road.

“ALL ABOARD,” and our train moves gently along towards the north, passing on our right the gas works, steam heating works, machine shops and other large manufacturing establishments, half a mile to the bridge over the Platte river, thence over a broad, beautiful piece of bottom land of a few hundred acres, dotted here and there with groves of cottonwood trees. On this bottom was located the old race track of 1860, but now is under cultivation and known as the McNassar place. Soon we commence to climb the rolling prairie, dotted on all sides by comfortable farm houses, and two miles from Denver we pass Argo, on the right, where are located the Boston and Colorado Smelting Works. Half a mile further we pass Summit, a station only in name, where, had we the time, one of the most beautiful views of Denver and the surrounding country could be obtained. The city lies to the southeast, embowered in shade trees, with scores of churches, private residences, large buildings and extensive manufactories standing forth in great prominence; to the south, the range of the “Plum Creek divide,” beyond which, a little farther to the westward, can be seen Pike’s Peak, peaking up far above all other surroundings. The Platte river and valley is close in the eastern fore-ground, and to the right and left the broad plains, in the far east, limitless apparently to the eye, while in the back ground, westward, are the Rocky Mountains, the base of which is near, but the peaks and the range from north to south are only bounded by the horizon.

Proceeding a short distance further, the valley of Clear Creek appears suddenly to our vision.
It is one of the most productive as well as the most beautiful in the States. The soil is a rich, black loam, mixed with just enough fine sand to make it warm and quick to produce. For the production of all kinds of vegetables, Clear Creek valley has no equal in the State.

Descending into the valley we cross the bridge over Clear Creek and run along on its west bank to Arvada, an unimportant side track, seven miles from Denver. Our course is now west, directly toward the mountains, crossingRalston Creek and many irrigating canals—for be it known these lands have all to be irrigated to be certain of raising a good crop—through some fine farms and cultivated fields to the base of Table Mountain.

We are now passing over the site of the old town of Arapahoe, where placer mines were worked in 1859. It then had upwards of fifty buildings, none of which remain to mark the locality.

The Table Mountains, the outposts or giant sentinels to the Rocky Mountains, are 1,000 feet in height, nearly round, flat on top, well grassed, and at one time must have been one unbroken range enclosing a great basin above where is now the site of Golden. Clear Creek must have been very busy, and for a great many years, to have cut such a tremendous chasm as the one we are now entering. Rolling along past smelting, sampling and concentrating works and several manufactories, and the railroad company's machine shops, we reach

Golden, the “Lowell” of Colorado. Fifteen miles west from Denver, the road to the mountain cities, keeps directly west, up the famous Clear Creek Canion, (which will be our town two), while our route is north along the base of the mountains, with Table Mountain on our right. The first mile is up a heavy grade and brings us opposite what was known in early days as Tucker cañon, at the entrance of which was Golden Gate. Through this “gate” and cañon a wagon road was constructed in 1859, and, until the completion of the “Central” through Clear Creek cañon, the stages, mails, express, freight teams and “pilgrims” for the mining towns in Gilpin and Clear Creek counties passed through the gate and over this road, the tolls from which varied from $16,000 to $24,000 per annum, above all expenses.

Two miles from Golden the summit is reached at Jones: here we find several coal mines and lime kilns, and on our left a long, narrow, high rocky ridge called the “hog back,” which runs parallel to the mountains, about half a mile from them—for a distance of thirty miles. We are now on the down grade and shall reach Ralston in four miles from Golden. There are only a few ranchmen in the neighborhood. The creek, from which the station is named, is a small stream coming down from the mountains through a deep cut in the “hog back” ridge, and affords in the spring and early summer months a goodly supply of water for irrigating purposes to the ranchmen below. Crossing the creek we climb up over and around several grassy ridges which separate as many small streams, for a distance of nine miles, when we reach a small station called Church’s, because there is no church there. This place is situated on Dry Creek (where water never fails), a small stream over thirty miles in length, that enters the Platte River near Fort Lupton.

Irrigating canals from this north, for sixty miles, are very numerous, and carry large volumes of water, the effect of which is literally “making the wilderness to blossom like the rose.” From Church’s, we cross another divide, then Rock Creek, and a run of eight miles brings our train to a stop at

Louisville, on Coal Creek, where are located extensive coal mines. There is a little change in the appearance of the country; where water is available for irrigation good crops can be produced; on high ridges above the ditches only grass will grow, and it is on these ridges where the stock of the ranchmen living in the vicinity pasture. Five miles further we come to a side track called

Davidson, on South Boulder River, six miles south of Boulder City. A company was chartered in November, 1860, to build a railroad from Denver, up South Boulder via Rollinsville to the Middle Park. The grade is said to be an easy one, and the obstacles to be overcome of minor importance. Broad fields are now on all sides. Petis Lake, noted for its numerous sun fish, is passed as also the bridge over Boulder River, and we arrive at

Boulder, forty-five miles northwest from Denver. This city is the western terminus of the Boulder Valley Railroad, which is twenty-eight miles in length, used principally for coal and freight transportation. Its general course is eastward, down Boulder valley through

Valmont, Canfield’s, Mitchell’s and Erie to Brighton at the junction of the Denver Pacific Railroad, twenty miles north of Denver.

The Boulder and Caribou branch—a coal road—runs south from Boulder City, six miles to Marshall. “See Post Roads” Nos. 6, 7, 8, 9 and 10.

Soon after leaving Boulder, by looking down the valley two high peaks or buttes can be seen rising 500 feet above the plains. They are on the east side of Boulder River, between which is

Valmont, a town started in 1863, to rival Boulder. We are now and shall continue for the next fifty miles passing through and in sight of the best agricultural lands in the State.

N-Wor is eight miles from Boulder, a small station for a mine and mill situated on the side of the mountain, in plain view to the westward. We are now looking down into the valley of Left
Hand—the south branch of the St. Vrain River, which we shall soon cross and stop at.

LONGMONT, thirteen miles from Boulder. From this town in the summer season, a daily line of stages run to Estes Park, thirty-five miles distant. See "Post Roads" No. 4. Proceeding, the view of the mountains is most beautiful. Long's Peak or Highland, is the next station, five miles distant; then four miles further.

BEERTHOOD. This last station, named for the engineer of the road, is situated on Little Thompson Creek, eight miles from Loveland, on Big Thompson, over another of those little divides which separate all the streams coming down from the mountains. Most of these divides are sufficiently low to enable the ranchmen to conduct the water from near the mountains, in canals all over the land, and as the soil is naturally rich, the result is always abundant crops. Loveland is almost due west from the towns of Greeley and Evans—distance twenty miles, and about the same distance from the base of the mountains.

See "Post Roads" No. 5. From Loveland it is eight miles to Fossil Creek and five more to.

FORT COLLINS. This thriving town is eighty-eight miles from Denver, situated on the Cache-a-la Poudre River, in the midst of the most magnificent plains and mountain scenery and the richest and most productive farming lands in the State—a place destined to become one of more than usual importance. See "Post Roads" No. 2. Leaving Fort Collins and crossing the "Pooder," as the river is called by old-timers, our course is still north, through fine fields, crossing large canals and gradually climb the prairie to a section of country wholly devoted to stock raising, where large herds of cattle and sheep range the year round. Here, again, we have a grand view of the plains, to the eastward, the mountains to the west and the Black Hills of Wyoming to the northwest, while at the south rests the long valley of the Cache-a-la Poudre, while on rolls our train, with ninetenths of its passengers, apparently, wholly un-
old land mark for the "Pilgrims" of early days. Ah! how gladly we welcomed the sight of it, July 1, 1860, and we were then 150 miles away. Yet it seemed only a day's journey.

Bristol, on Box Elder Creek, is the next station, a side track, sixteen miles from Collins. From this point the Table Mountains in the Black Hills Range to the northwest, show with great prominence. Away up on the comb of the ridge can be seen "Steamboat Rock," so called, 500 feet in height, but from our cars it resembles a mammoth fortress, round and turreted, as seen from different directions.

Passing on, round buttes appear at different points, rising up to a height of 1,000 feet above the level of the plain. To the eastward, on Lone Tree Creek is a towering mass of rocks sitting on the plain resembling from some directions an old castle fallen to decay. They are called "Natural Fort," but cannot be seen from the cars.

Nine miles further we come to conscious that they are, as it were, central figures in a huge ring, set with the most varied and brilliant jewels the world can produce. In a direct line with Long's Peak, at the head of the valley, and at its base, embowered in shade trees, orchards and gardens, reposes the town of La Porte, a few dwellings of which can be seen through the thick foliage. It is the oldest town in this section of the country, and was once an important station on the old Overland Stage road, which ran from Denver along the base of the mountains to this place and continued on through Virginia Dale canon to Laramie Plains. Long's Peak, 14,270 feet in height, is situated on the most easterly spur of the "Snowy Range," on the summit of which, and in the gorges and peaks adjacent thereto the mantle of snow ever rests. To the far south—175 miles—rises in plain view Pike's Peak, that
Taylor's—another side track of little importance, except to the stock raisers, who alone occupy this section of country.

Lone Tree is the next stopping place, eleven miles from Taylor's, a side track, water tank and an old stage station, are about all the marks of civilization here, if we except large herds of cattle and sheep seen on all sides.

Leaving Lone Tree our train twists and turns in every direction, up a heavy grade, laboring to get over the Colorado line into Wyoming, which is only a short distance, yet the track describes many “horse shoe” curves, runs through many deep cuts, several snow sheds, and, finally overcoming all obstacles, looks from the summit down upon Cheyenne. In six miles from Lone Tree we reach Colorado Junction or Hazard and run down on the Overland track six miles more to the city of Cheyenne, 185 miles from Denver. As this is the end of our First Tour, we return to Denver.

TOUR NUMBER TWO.

COLORADO CENTRAL DIVISION OF UNION PACIFIC RAILWAY.

MOUNTAIN DIVISION—NARROW GAUGE.

There are two passenger trains daily between Denver and the mountain cities, running narrow gauge cars, as the track is provided with a third rail. One train leaves at 8 A. M., the other at 3:30 P.M. The morning train reaches Central at 11:45, and Georgetown at 12:05 p.m. The afternoon train reaches Central at 7:25 P.M. and Georgetown at 8 p.m. An observation car is run in the tourist season on all trains. Our route is substantially the same as in tour one, until we arrive at Golden, there the train is divided into two sections, one goes to Central and the other to Georgetown, but run over the same track until they reach the forks of Clear Creek, thirteen miles from Golden.

The Georgetown train is the first to leave. While waiting, some one pointed to the mountains to indicate our direction, and many were the conjectures and speculations as to the point of entering them, and the possibility of getting over or around the apparently impenetrable barriers. All were eager and every eye was on the alert.

“All aboard” was heard, and in the throng we noticed a little, old man, who, from his appearance, was evidently an Irishman just from the old sod. He had no idea the direction the train would go, and when it slowly started directly for the high mountains, he thought surely something was wrong: a person running through the car confirmed his fear, he rushed frantically up to the first person and wanted to know “Has the train got away?” “Does the guard know which way the thing is going?” Presently the conductor—over 200 pounds of him—came along and assured him that “the thing” was going all right, and that the train could easily get over the mountains, etc. The little old man quieted, but we could see by his flashing eyes what he thought of that conductor; nothing but the disparity in size and weight enabled that conductor to reach the bosom of his family that night. Entering the mouth of the canon, we follow the creek in its tortuous course—in places far above—and then on a level with its banks, beside perpendicular cliffs and beneath overhanging walls a thousand or more feet in height. The whole scene changes with every revolution of the wheels, and to be sure not to miss many grand views, one must keep alert and watchful all the time.

Chimney Gulch is passed in three miles and Guy Gulch in another three. Between these two gulches are many older claims, but little has been done in them since 1859-60, when this was a busy camp. Two miles further is Beaver Brook, the first stopping place so far on this route. Beaver Brook, a small stream, comes in on the left, down a narrow canon, up which six miles distant, is located a saw mill in a perfect forest of timber. Near the station, away up on a projecting point of the mountain, 300 feet above the road, and almost overhanging it, is located a pavilion with a stairway leading to it from near the platform below. In the summer this place is a great resort for picnic parties from the valley below and the mountain towns above; also for school children, the railroad company running extra trains and giving very low rates for their accommodation. See Illustration.

The scenery at this point is grand; the mountains are full 1,000 feet above the road, on either hand, and covered in places with a dense growth of young pine and spruce trees, presenting an appearance as wild, picturesque and romantic as one could wish.

Leaving the station, our road makes a thirty degree curve to the right, up a grade of 272 feet to the mile under a projecting spur of the mountain, which rises 1,500 feet above our train, while the creek is close, and far below, thundering along down its narrow, rocky bed.

The little old Irishman on the train who had said nothing up to reaching this point, but had scanned the route with an eager eye, now exclaimed, “The man that picked out this route must have been a perfect devil of a man.” When told it was Mr. Loveland, president of the road, who selected the route, he declared, “He was a bold chap—no bit of a fool.” To the last proposition our passengers readily agreed.

Elk Creek, a side track for passing trains, is reached, one mile above Beaver Brook, and we continue climbing up, up, between towering mountain cliffs, in places clothed with evergreen pine, cedar and spruce trees, with shrubs of va-
rious kinds, until we reach a point three miles above Elk Creek, where the walls on the west side of the creek slope away, and our train is rolling past the Big Hill. Here the old Mt. Vernon wagon road comes down the mountain from the left, the grade of which, in places, is thirty-four to 100 feet. This road leaves the valley about two miles south of Golden, and after climbing the mountains via Mt. Vernon Cañon, to an altitude of 8,000 feet, descends this “hill” and runs up the north branch of Clear Creek to Black Hawk. Many of the mills and the machinery used in these mountains, in early days, before the railroad, were hauled over this road; and where the grades were the steepest, the wagons were eased down by ropes secured by a turn or two around huge pine trees beside the road, and at this time, the marks of the ropes are to be seen on the stumps where they have peeled the bark, so taut were the lines. We know—of our own personal knowledge—where it took ten men, besides their teams, nine days to lower down this “hill” one boiler, the weight of which was a little over seven tons. Those who grumble at railroad charges, please take notice: the wagon road is still there—try it.

Forks Creek, one mile further on, is the junction of the North and South Clear Creek. Here the route for Georgetown turns to the left, across the bridge, while that for Black Hawk and Central keeps to the right. As we have always had a desire to do right, we will keep to the right awhile longer, and note the result.

From this point to Black Hawk, seven miles—and we might include that portion from Floyd Hill to Georgetown, on the south fork—nearly every foot of the creek bed has been dug over, time and again, by miners, in search of the yellow metal—gold. Deeps, in many places, have turned the waters of the creek, through channels, first on one side of the creek bed, then on the other, and the greater portion of the earth, from surface to bed rock, and one side of the gulch to the other, have been dug and washed over by white men, and when given up by them, have been “jumped” by the Chinese Companies, many of their people can be seen daily, washing and working these old “placer diggings” over again.

Cottonwood, a milk ranch and side track station, is two miles above the Forks, and the same below Smith Hill. Just at this station comes in the old wagon road, built in 1862; it is a branch of the Golden Gate road, alluded to in Tour One, which is built over the noted “Guy Hill,” one of the most villainous in the mountains.

Nearly opposite this station, comes down Russell Gulch, up which are located the old placer mines, so noted in 1859.

Proceeding outward and upward, about one mile above the station, we pass, on the left, the old Excelsior and the Whipple Mills, now aban-

doned, except as a shelter for a few Chinese miners, who work along the creek.

By looking away up the mountain side on the left, westward, can be seen the railroad track where it runs along, first to the south, then back to the north, gaining altitude at each turn, in order to overcome the heavy grade and allow our train to run into Central City.

Rolling along, we pass several quartz mills across the creek to the west bank, and along the road, on the right, is the site and ruins of the first reduction works of the Boston and Colorado Company, whose present works are located at Argo, as noted in our First Tour.

Three miles above Smith Hill is located Black Hawk, a city of about 2,000 population, all of whom are engaged in mining, directly or indirectly.

See description of Black Hawk in “Cities, Towns, Etc.”

The wagon road to Central City keeps up Gregory Gulch, west through old Mountain City, past several quartz mills; distance one and a half miles; by rail it is four miles.

The railroad grade between Black Hawk and Central, a heavy one, was completed during the summer of 1878. The track runs up North Clear Creek north of Black Hawk, and curves around to the west and southward again, passing through the upper part of the city, over the principal business street, and along the side of the mountain as heretofore described, affording the passenger a fine view of furnaces, stamp-mills, and the railroad along Clear Creek up which we came to reach Black Hawk, and also a good view of that city and surrounding mountains.

Leaving Black Hawk, we start on our zigzag tour to Central, on the route above named. The ride is one of great interest. After proceeding half a mile up North Clear Creek, our train stops, the switch is turned and back it goes, but not on the same track. It is climbing the world at a rapid rate; now it is directly over the city, then on the steep mountain side beyond; then, thunders over high bridges that span deep and fearful chasms, and stops at the end of two miles on the brink of a precipice 400 feet above the same road up which it came within the hour, quite near enough to reach with a sling and stone. Again forward and again climbing, now the track runs parallel with the other two, but each far above the other. Soon the train rounds the mountain spur opposite Black Hawk, but 400 feet above, then bears away to the westward, heading off deep ravines, or crossing them on high bridges, over streets lined on each side with mills, stores and residences, the homes of the citizens. The views of scenery are the most varied and surprising, changes as rapid and wonderful as those of the kaleidoscope; yet, with all the scenic beauty of this western country, within the reach of all, many of our people
never visit them, but sigh for a tour to foreign lands. A few more revolutions of the wheels, and the train stops at the end of the road, at Central City, the county seat and chief town in Gilpin county, thirty-nine miles from Denver. Altitude, 8,516 feet; population, 2,626, all of whom are connected with the mining industry, more or less.

The mountains surrounding Central and Black Hawk—when gold was first discovered in them—were covered with a dense growth of pine and spruce trees, but they are about all cut off now, and the whole mountain top and sides, with the stumps and prospect holes, present a face.—“pock-marked,” we should say, were it a child, beyond the recognition of its own mother.

Central is the center of an extensive mining section, composed of small villages, camps, or “diggings,” some of which number 500 or 600 inhabitants, who purchase the greater portion of their goods at the county seat.

See description of Central, Black Hawk and surrounding towns, under list of “Cities, Towns, etc.” and also “Post Roads” No. 11.

We will return to the Forks, take the Georgetown train, cross the bridge, and follow up South Clear Creek.

Soon after leaving the station, our train arrives at a narrow gorge and a sharp curve in the road, where a huge spur of the mountain projects out, within 200 feet of its tall brother on the opposite side of the creek; and as the train passes under this over-hanging cliff, we enter one of the grandest natural amphitheatres in the world. The mountain rises over 2,000 feet above the stream which is here compressed to a rapid torrent, thundering at its very base. The space between the mountain cliffs is just sufficient for the creek and road; in others, the roadbed had to be blasted out from the mountain-side.

The scenery for the next two miles is unusually impressive. In places small pine and cedar trees can be seen in the gorges and crevices, which add additional beauty to the scene.

About three miles above the Junction the road curves to the right, opposite the base of Floyd Hill, down which comes the old wagon road, from Bergens township to the south, and follows up the west bank and crosses the creek at Floyd Hill Station—three miles from the Forks.

From this point up to Georgetown, twenty-one miles, the creek shows many evidences of “placer mining,” and is one of the sections alluded to on a preceding page.

Passing up, the creek bottom widens, and the mountains are not as high. Several old deserted mills are to be seen, and some work in the placer diggings along the creek. Five miles brings us to Idaho Springs—twenty miles west of Golden, and sixteen miles from Georgetown. Elevation, 7,515 feet; population, 1,800. Idaho, for its hot and cold mineral springs, has become noted as a summer resort. See description of Idaho, under list of “Cities, Towns,” etc.

To the south of Idaho ten miles, at Brookvale,
on Bear River, is a very beautiful summer resort. Stages leave Idaho daily in summer for Brookvale. Fare $1.50; also for Central City, seven miles; fare $1.00. (See Brookvale.)

Leaving Idaho and continuing on up the north side of the creek, we come to Trail Run, which comes in from the southwest; up this creek are some good quartz mines and extensive forests of timber. Here is located the Freeland mills, and near by are the celebrated Freeland and Hukill lodes.

Fall River or Spanish Bar is two miles above Idaho. Here comes in from the north a small creek called Fall River, about eight miles in length, along which are located 1,000 quartz claims and several mills.

Above Fall River, half a mile, Turkey Run comes down from the south, where are located the Stephens mining properties and mill. A little further on we have Spring Gulch, from the north, where is located some mills and valuable mines.

Dumont, once known as Mill City, is four miles above Fall River, at the mouth of Mill Creek, which comes in from the north. Up this creek is located some valuable mines and mills.

At different points above Idaho are located mills, mines, tunnels, and extensive mining improvements, which include some placer mining. Four miles above Dumont is Lawson's, at the base of Red Elephant Mountain. Near by are located many valuable quartz mines, the opening or "dump" of some of the mines can be seen away up near the top of the mountain, marked by a white deposit line, extending down towards the valley below.

Empire, the station for Empire City, is about one mile above Lawson, but the city is not in view, being about one mile to the westward, up the north fork of Clear Creek.

The road over the range to the Middle Park, via Berthoud Pass, 11,350 feet, runs through Empire, and is one of the most beautiful mountain roads for variety of ever-changing panoramic views to be had in the world, of which more hereafter. After crossing the north fork our course is south, running along the base of Republican Mountain, which rises above the road, almost perpendicular, 1,250 feet, while on the east, Alpine Mountain elevates its crest 2,000 feet high; on the sides of these mountains are shafts, tunnels, and prospect holes in great numbers.

About three miles further the Union Pass Wagon Road can be seen away upon the side of the mountain to the right. The road is built through a depression, between Douglas and Democrat Mountains, and is bordered on one side going up and the other going down with tremendous precipices, affording a view from the sum-
mit of the valleys of Clear and Bard Creeks, with Georgetown and Empire in plain sight. From Empire station it is five miles to the end of the road at Georgetown, elevation, 8,530 feet; population, 3,210; sixteen miles from Idaho and fifty-two miles from Denver.

There are a number of little towns and mining camps near Georgetown, chief of which are Silver Plume, Brownville and Silver Dale, from two to three miles distant.

See description under “Cities, Towns,” etc., also of adjoining towns and “Gray’s Peak,” “Green Lake,” also “Post Roads,” Nos. 12, 13 and 14.

This tour is one of the most attractive and cheapest that can be made from Denver. Yet each tour has its own peculiar features, and none should be omitted, or you might possibly miss the very thing that would be of the deepest interest.

TOUR NUMBER THREE.

DENVER PACIFIC RAILROAD, OR CHEYENNE DIVISION

UNION PACIFIC RAILWAY.

In the fall of 1867, this company was organized at Denver City, Colorado, the object of which was to connect the city by rail and telegraph lines with the Union Pacific at Cheyenne. The distance to be overcome was 106 miles, through a country possessing no serious obstacles, and many favorable inducements to the enterprise. For a part of the way, the country along and for some distance on either side of the road is a rich farming section, the remainder being through excellent 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 Arapahoe county were almost unanimously voted to the amount of $500,000, and work commenced.

The road was completed from Cheyenne to Evans in the fall of 1869, and to Denver, June 24th, 1870. In the spring of 1872 the road was sold to the Kansas Pacific Railroad Company, and in the summer of 1879 the bondholders sold the road, and it was purchased by the Union Pacific Railway Company.

The cars leave the Union Depot, foot of Sixteenth street. Time, 10:30 a.m. Reclining chair cars are run on all regular passenger trains; charges fifty cents.

“ALL ABOARD.” Our course is directly north, along the eastern bank of the Platte River, gradually climbing to the higher prairie. Jersey is passed in three miles and Henderson’s Island in twelve more, both side tracks of little importance. Along the Platte River, on the left, most of the lands are under cultivation. Also the prairie on the right, wherever water can be had for irrigation.

Brannon—formerly Hughes—twenty miles from Denver, is the junction of the Boulder Valley Road. Distance to Boulder twenty-eight miles. See Tour One.

The view of the mountains continues for the whole length of the road, presenting new beauties at every point along the route.

Fort Lupton is the next station, five miles distant, near the site of an old adobe building of that name, a trading post in early days. The surroundings are all agricultural and stock-raising. Continuing along, the next station, six miles distant, is Johnson, and four miles more is Platteville, both side tracks for local travel.

Five miles beyond Platteville is the junction of the Julesburg branch of the Union Pacific, at this time, December 1st, 1880, not quite completed. This road leaves the main line of the "Union" at Julesburg, 377 miles west of the Missouri River, and follows up the South Platte River, on its north bank, through Riverside, Sterling, Sarinda and Buffalo, to within eighteen miles of the junction, where it crosses to the south side. It is about 140 miles in length, all the way through the finest grazing country in the world, and where now roam many hundred thousand head of cattle, sheep and horses.

In places along this "Branch" there are some good agricultural lands, in others extensive hay fields. The land is all "taken up" and the greater portion occupied for some purpose.

Crossing the Platte River, on our tour, we reach Evans, forty-eight miles from Denver. Population 353. It is situated on the west bank of the Platte River, and is the center of one of the most prosperous agricultural portions of Colorado. Water for irrigating purposes is obtained in abundance from Big Thompson and the Cache-a-là Poudre Rivers.

Two miles north is located the Fair Grounds of the Weld County Agricultural Society, where annually are displayed the productions of Weld and Larimer counties.

Two miles further is the town of Greeley, laid out in 1870 by the Greeley colony.

See description under "Cities, Towns," also "Post Roads," Nos. 1, 2, 3 and 19.

Crossing the Cache-a-la Poudre River and many large irrigating canals, our train climbs the prairie lands as in Tour One, affording similar views of mountain and plains scenery. Above these canals the country is given over to stock interests exclusively.

From Greeley it is fifteen miles to Pizze, nineteen miles to Carr and ten miles more to
DIVIDE, just beyond which the road crosses the line between Colorado to Wyoming. These are all side track stations of little interest to the traveler. Along the road for the last thirty miles can be seen at times, an occasional band of antelope, some wolves and many prairie dogs.

From the Divide it is ten miles to Cheyenne, where we arrive at 3:10 P.M., in time to go east on the regular Overland train that leaves Cheyenne at 3:35 P.M., arriving in Omaha the next day at 3:25 P.M. Distance from Denver to Cheyenne 106 miles; Cheyenne to Omaha 516 miles; Cheyenne to Ogden, Utah, 516 miles; Cheyenne to San Francisco, California, 1,959 miles.

TOUR NUMBER FOUR.

KANSAS PACIFIC RAILWAY, OR KANSAS DIVISION UNION PACIFIC RAILWAY.

The history of this company, under various names, would fill more space than we can devote to that purpose. Suffice to say, the Kansas Pacific Company by another name, was incorporated July 1st, 1862, and work commenced September 1st, 1863, at Wyandotte, Kansas. By amendments to the charter July 2d, 1864, and July 3d, 1866, additional rights and privileges were acquired, and the road was extended and completed to Denver, August 15th, 1870, and by the purchase of the Denver Pacific, in 1872, to Cheyenne. Distance from Kansas City to Denver, 639 miles; to Cheyenne, 745 miles.

Two express trains leave the Union depot, Denver for Kansas City daily; each of which are provided with Pullman sleeping cars, and Horton reclining chair cars. It is 184 miles east from Denver to the State line. We shall go that far and sketch the route.

The first train leaves at 11:30 A.M., the second at 11:00 P.M.

"All Aboard!" is the order, and our train rolls northward for about two miles and then turns east across the prairie, reaching Scrivener, a small station situated on Sand Creek, in twelve miles, and Box Elder in eleven miles more.

This last station is 5,436 feet altitude, 850 feet higher than the city of Denver, situated on Box Elder creek, in a section wholly devoted to stock-raising. Watkins is the post office name for the station.

From Dever to Cedar Point, fifty-four miles, the road crosses sixteen small stream, all running north, uniting with the Platte River near Fremont's Orchard, forty-eight miles east of Greeley. Many of these streams are dry in places during the summer months, but afford water sufficient for the stock of cattle, sheep, etc., that range the country adjacent thereto. Between all these streams are corresponding ridges—"divides"—of rolling prairie land, covered at all times with the most nutritious grasses, of which, more hereafter.

Nine miles from Box Elder is Bennett, a side track, reached just before Kiowa Creek. Wolf and Chamane creek is next crossed, and twelve miles brings the train to Byers, situated on West Bijou Creek. This station was named for the old 1859 pioneer newspaper man, W. N. Byers, present postmaster at Denver.

DEER TRAIL, situated on East Bijou Creek, is reached twenty-two miles from Byers, after crossing Middle Bijou and a number of smaller streams.

Stock raising.—Here we are surrounded by the finest grazing lands in Colorado, or the world. They extend east and west from midway the line of the Kansas Pacific at Ellis, to the foot of the Rockies, and to many of the mountain valleys; and from north to south 500 miles in extent. On this mammoth pasture, range at will, millions of cattle, sheep and horses the year around, without feeding hay or grain, and only such care as will prevent them from straying beyond reach.

The gramma or "bunch" grass is the most nutritious grass grown, and seems peculiar to this western country, being wholly unknown in the Eastern States, or the old world. It grows from five to twelve inches high and is always green at the roots winter and summer. During the summer the dry atmosphere cures the standing grass as effectively as though cut and prepared for hay. The nutritive qualities of the grass remain uninjured, and the 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 ground to the depth of a few inches, but the cattle readily remove it, reaching the grass without trouble. Then again, the snow does not stick to the sides of the cattle and horses and melt there, chilling them through, but its dryness causes it to roll from their backs, leaving their hair dry.

In some portions of this great stock range, a kind of white sage and greasewood grows luxuriantly, on which cattle and sheep thrive in connection with the grasses.

No droughts which have been experienced in this great range have ever seriously affected the pasturage, owing to the peculiar qualities of the grasses indigenous to the country. So with storms; it has seldom happened that any storms are experienced that cause loss, and none ever need to, and none ever do, when the stock is properly attended to and herded.

On these ranges it is common for stock of many owners to range together, and a system of brands has been adopted, and recorded with the county clerk in the section of country where the herds
belong. The recording of the brand is a protection against theft and loss by straying, as each cattle man knows the brands in use on his range, and each endeavors to protect the other's interest.

The illustration that we present shows one of the brands in use, and the method adopted by all cattle men to make known their brand, and the particular range, or home range of the cattle. The following are actual names, brands, range and address:

DUNNE, OAK & CO.—Cattle branded #B; also, some of them #B, and horses the same. Post office, Cheyenne, W. T. Range, Bear Creek.

Godfrey's is five miles further. This station is now the residence of Mr. Holen Godfrey, the old Indian fighter of "Fort Wicked." In 1865 Mr. Godfrey kept a ranch on the South Platte River, 150 miles below Denver. In the spring of that year the Plains Indians, after burning every ranch for eighty miles below, and massacring all the white people they could find, attacked "Godfrey's Ranch." Godfrey was at home. He knew the Indians well, knew them to be well armed and good shots, but was fearful they were short of lead, and he resolved, as he had a good supply on hand, to send them all they could carry away. There were only three persons on the premises at the time, and Mr. Godfrey took a position that would command all approaches. The other persons kept him supplied with loaded guns while he forwarded the lead to the Indians as fast as they approached to receive it. After three days and nights spent in this way, the Indians retired from the attack, when it was found that nearly a dozen red devils had received a little more lead than they could carry, and had laid down to rest, and are still resting.

Near Godfrey station are some coal mines of fair quality, but little work is done in them. Four miles further east is Cedar Point, the highest altitude on the road, 5,730 feet. Here we cross the "Divide," between the waters that run to the north and south. This high ridge shoots east from the mountain range, near the head of Monument Creek, a distance of about seventy-five miles, the greater portion of the distance well timbered with pine and spruce.

River Bend is reached, after passing over the "Divide," six miles from Cedar Point. It is situated on Big Sandy Creek, once made famous as the creek where Colonel Chivington, in 1864, had a "little unpleasantness" with the Indians, resulting in over 400 of them departing this life for the "sweet by-and-by." The locality of the battle-ground is about seventy miles farther down the creek. See "Post Roads" No. 36. Leaving the Bend it is nine miles to Lake and twelve more to Hugo, named for Hugo Richards, a Colorado pioneer. This is a regular meal station, consisting of two stores and about a dozen residences and little else except cattle and cattlemen—they are everywhere in this country. A few miles from Hugo comes in, from the east, the old, old wagon road traversed by the early "Pikes Peakers," who took the "Smoky Hill Route" in 1859-60. For a long distance this route followed a high ridge, was devoid of water, and much suffering to emigrants and their stock resulted therefrom. Our train is now on the down grade, and eleven miles from Hugo, it stops at Minturn. This station is named from that curious phenomenon, the Mirage, (Meezah) which was often witnessed on the old wagon road above named.
In early days the toil-worn emigrant, when urging his weary team across the cheerless desert, has often had his heart lightened by the clear, running streams, waving trees and broad green meadows, which appeared to be but a little distance away. Often has the unwary traveler turned aside from his true course and followed the vision for weary miles, only to learn that he had followed a phantom, a will-o’-the-wisp.

What causes these optical delusions no one can tell, at least we never heard of a satisfactory reason being given for the appearance of the phenomenon. We have seen the green fields, the leafy trees and the running waters; we have seen them all near by, as bright and beautiful as though they really existed, when they appeared too, in the midst of desolation, and we have seen them vanish at our approach. Who knows how many luckless travelers have followed these visions, until, overcome with thirst and heat, they laid down to die on the burning sands, far from the cooling shade of the trees they might never reach; far from the music of running waters, which they might hear no more.

Onward we go, reclining on the soft cushions of the elegant palace car, thirty miles an hour, rolling over the once trackless prairie, scarcely giving a thought to those who, in early days traversed this country, parallel with our road, only twenty or thirty miles to the northward, and suffered so fearfully while crossing it, and perchance left their bones to bleach and whiten on the scorching sands.

Aroya is next reached, in thirteen miles, and Wild Horse eleven miles further.

Kit Carson, twelve miles east of Wild Horse, was named for the old hunter, trapper, and guide of that name. The station is somewhat famous as being the point where the Grand Duke Alexis, of Russia, tarried to hunt buffalo, in January, 1872. It was a big hunt, and it is said that the Duke killed forty of the noble animals, and, by the way, we are in the midst of the old buffalo range, but of late years, few, if any have been seen.

Not far from this station was the scene of the Indian fight above alluded to. It was the last stand made by the Indians in this section of the country. Along this valley and the valley of the Republican River, seventy miles to the northward, was the Indian’s home, to retain which he fought the white man long and bitterly, and with the usual result, the Indian had to go. He went! Where once roamed his “pony herd” in thousands, now can be counted the dwellings of his successors in equal numbers; where once the Indian’s beef (buffalo) ranged in untold millions, now range the white man’s beef. The buffalo has gone—went with the Indians.

It is an established fact that many centuries ago portions of this State were inhabited by a race of people of whom we have no authentic history, but they are generally supposed to be descendants of the Aztec and Toltec races, (a few of which are still to be found in old Mexico). Without doubt these ancient people were exter-

The Indians on the plains were wont to call the locomotives and cars “keep wagon, no boss.”
minated or driven out of the country by the tribes of Indians found occupying it when discovered by the whites. Here then is an argument to refute the claim that "this is the Indian's country." The Aztecs and Toltecs owned the country. The Indians succeeded them. The whites succeeded the Indians. Will the time ever come when the present succession will be succeeded by a stronger? Will the present white race, in turn, be driven out and exterminated?—Quiin Sabe.

A branch road was built in 1870, from Kit Carson, south to Fort Lyon, on the Arkansas River, fifty miles distant, but the rails have been taken up and the road abandoned.

At Kit Carson our road leaves the Big Sandy, which it followed southwesterly, and turns across the country to the north of east, gaining 288 feet elevation in the next fourteen miles. At First View, altitude 4,936 feet, passengers from the east obtain their first view of the Rocky Mountains, 184 miles distant from their base. Here, too, passengers from the west take their last view.

Cheyenne Wells is the next station, eleven miles distant. It is situated on Ladder Creek, and was once a noted station on the Butterfield Stage Route, from Atchison to Denver, in 1864-65.

From Cheyenne Wells it is eleven miles to Arapahoe, near the State line, between Colorado and Kansas, the end of our tour. 187 miles east of Denver, where we are at 8 p.m.

The train proceeds, stopping at Brookville for breakfast, at 8:30 the next morning, at Topeka for dinner, at 2:45 p.m., and arrives in Kansas City at 5:45 p.m., 689 miles from Denver.

The train leaving Denver at 11 a.m., takes breakfast at 10 a.m., at Wallace; dinner at 3:35 p.m., at Ellis, and supper at 8:40 p.m., at Brookville, arriving in Kansas City the following morning at 6 a.m.

TOUR NUMBER FIVE.

DENVER, SOUTH PARK AND PACIFIC RAILROAD.

NARROW GAUGE.

January 1st, 1881, this road, by purchase, passed into the hands of the Union Pacific Railway Company, and will hereafter be known as the SOUTH PARK DIVISION OF UNION PACIFIC RAILWAY.

This road is a three foot narrow gauge, organized in 1873, under the general incorporation laws of Colorado. The route was surveyed in 1874, and in the spring of 1875 the road was completed to Platte canon, eighteen miles, with a branch to Morrison, sixteen miles. In 1876-7 the road struggled along up the canon; but in 1878, when the Leadville carbonate discoveries startled the world, this road was the first to profit by the enormous travel that set in for the new El Dorado, and from that time work has been prosecuted with great vigor. In 1879 the road was extended through the South Park, and February 22d, 1880, reached Buena Vista, on the Arkansas River, 135 miles from Denver, thirty-six miles from Leadville. (The latter city is reached by this company, over the track of the Denver & Rio Grande, which was completed to Leadville early in the spring of 1880.) At this time, (January 1st, 1881,) the road is being extended into the Gunnison country, with all possible speed, and is now completed to Alpine, twenty miles from Buena Vista, and will reach Gunnison Valley in the summer of 1881.

Branch roads are building from several points on the main line; one from Garo to Fairplay, distance nine miles, and another from Como to Breckenridge, about twenty miles, still others are projected.

Two express trains leave Denver daily over this road, and both fully supplied with all the modern equipments—Pullman Drawing-Room Sleeping Cars, etc.

The Day Express leaves at 8:15 a.m.; arrives at Buena Vista 6:15 p.m., and Leadville at 8:40 p.m.

The Leadville Express leaves at 7:30 p.m., which is after the arrival of trains from the east, and arrives at Buena Vista at 5:25 a.m. next morning, and Leadville at 7:50 a.m.

The Day Express is the one to take in order to obtain the best views of the magnificent scenery, for which this route has become noted the world over. The train starts from the Union Depot.

"ALL ABOARD!" From the depot our route is south, crossing the sandy bed of Cherry Creek, on a long bridge, soon after starting, and we come to the company's depot, in West Denver, from which we run along through the city and cross the river at Valverde, three miles from our starting point.

The grand old mountains are now on our right. The road continues along up the west bank of the Platte, crossing Bear Creek near its mouth, and reaches Platte canon in twenty miles from Denver.

Bear Creek Junction is seven miles from Denver. Here the Morrison Branch leaves the main line, following up Bear Creek, to Gilman's, three miles; Lee's Siding, two miles; Mt. Carbon, one mile; and three miles more to the end of the road at Morrison. The principal business of this "branch" is the transportation of stone, as the best building stone and the most extensive quarries in the State are at this place. Morrison has a population of 200, and claims to have, as attractions, "The Garden of the Angels" within a mile of the village, a Soda Lake, and Sulphur Springs. See "Post Roads" No. 59.

From the Junction it is four miles to Little-
ton, a small place, with big expectations, in the near future, of becoming a suburban residence to the city of Denver. Six miles further, through some good farming lands, well cultivated, our train reaches Archer, but seldom stops—from which it is three miles to

**Platte Cañon**, and twenty miles from Denver. At this place an English company are engaged building a canal, to take the water from the Platte River, and conduct it over the prairie to the eastward, a distance of seventy-five miles. The canal will be large enough to conduct the greater portion of the water usually carried in the Platte. It will run along on the highest divide east of Denver, and the water offered for sale to all applicants for irrigating the lands and for manufacturing purposes.

The grade to where the road enters the mountains is light, but for the next forty miles it is, in places 170 feet to the mile.

After reaching the mouth of the cañon, the road turns west, crosses and re-crosses the river many times while ascending the narrow gorge between towering mountains. Some are 2,000 feet in height, and almost overhanging the road. In places these mountains are sloping and covered with pine, spruce and cedar trees; in the summer the shrubs, moss, ferns and countless flowers clinging to and growing from every nook and crevice, presents a scene of gorgeous beauty, a scene where the God of nature has displayed his hand-work far beyond the comprehension of mortal beings.

Five miles from the mouth of the cañon, **Stephen Gulch** comes in from the left, and one mile further is **Lampasburg.** Here is a large hotel, where the east bound passenger trains stop for breakfast—when open—charges seventy-five cents. Three miles from Dean's comes **South Platte,** a side track, where trains stop only on signal.

Some years ago the Denver & Rio Grande Railroad Company laid claim to the right of way, from near Littleton, on their main line, up the cañon to this place, and from here up the South Fork to the South Park. A portion of the track has been graded, and gags of men are at work in several places above this station. Their designs are unknown to the public.

**Dome Rock**, a signal station, two miles above, is named for a mammoth dome-shaped rock on the south side of the road, far up the mountain side. A short distance above is a foot-bridge across the river to a little park, which, in summer, is a great resort for picnic parties from Denver and the valley towns.

Passing Dome Rock, we are whirled along over a solid road bed, through and around the projecting mountain spurs, with rapid and ever-changing scenery on either side; two miles brings us to Vermillion; then two to Park Signe, or Last Resort; three to Buffalo, three to Pine Grove, three to Hildebrand, three to Thompson's and two more to

**Crosson's**, forty-eight miles from Denver. The last six stations named above are of little interest to the traveler; are to accommodate wood choppers and lumbermen in the vicinity.

At Crosson's is located the Saxonia smelting and refining works. Rich mineral deposits are found near, and several hundred locations have been made. Some ores assaying up in the thousands.

Leaving Crosson's, the cañon becomes a narrow gorge, with perpendicular or over-hanging cliffs rising to a great height, bare and grand in their rugged outlines. A few more revolutions of the wheels, and the mountain sides slope away, and we are at the beautiful

**Estarbrook Park**, four miles from Crosson's. This place presents some attractions as a summer resort, particularly to those fond of hunting and fishing. In the adjacent country, deer, bear and other game are quite plentiful, and in Deer Creek and other small streams that reach the Platte River near this, trout of the finest quality, are abundant.

**Bailey's** is three miles further west. It is situated in a narrow valley, varying in width from one-eighth to half a mile, for the next ten miles. The near mountains on each side are low and covered with a young growth of pine and cedar trees, with high timber-covered mountains looming up in the distance, in all directions. Opposite this station the old "Bradford Hill" wagon road to the South Park comes down from the north; it is of as little utility now as the stage coach compared with the palace car on the rail track.

From Bailey's it is four miles to **Sloan's**, and seven more to

**Grant.** This station is reached at 1:00 p. m., is the end of the Canon Division, and where passengers are provided with a better meal for the money—seventy-five cents—than at any railroad eating house in Colorado. Most people, when traveling have good appetites. We do, and can appreciate a good "square" meal, and are pleased to do what we can to encourage those who are worthy.

Several lodges of rich ore are reported in the vicinity, and the station may yet be as renowned as its namesake, General G.

**Webster** is three miles from Grant, and sixty-nine from Denver. While this station was the "end of the track" it was a busy place, with great expectations. Stages leave here for the mining camps in Hall Valley, Montezuma, etc. See "Post Roads" No. 40.

Soon after leaving Webster our route curves to the right, up Hall's Gulch; then, by looking far up the mountain side to the left, we can see the roadbed over which we will soon be traveling and looking down to this point. See next page.

Ah! the view will be grand, particularly if the sky be clear; may be, a feeling of awe, wonder and admiration will be inspired; and as we proceed on, up, around projecting mountain spurs, over
Nearing Kenosha Hill, South Park Division Union Pacific Railway. (See page 49.)
high embankments, through deep and gloomy gorges and chasms, may be, we shall experience a thrill of pride, a glow of exultation, at the engineering skill displayed, and the perseverance of our people in overcoming such mighty obstacles and landing us safely on a summit—the highest in this country reached by a railroad and the "iron horse."

Kenosha Summit is 10,130 feet above the level of the sea—reached by a grade of 158 feet to the mile—and is seven miles from Webster, and seventy-six miles from Denver. Leaving the station a few miles brings our train to the extreme southern point of the "Kenosha Hills," and as it curves away to the west and northward one of the finest views in America, if not in the world, is before us. See page 60. Here is the valley of the great South Park, fifty miles in length by ten in width, spread out in all its beauty, bordered on the east by a heavily-timbered range 2,000 feet above the valley, while to the west, the "Snowy Range" extends as far as the eye can reach. In this "range," in plain view, are a number of the highest mountain peaks in Colorado, among which are the Guanaco, Hamilton, Lincoln, Bross, Buckskin, Horseshoe, and Silver Heels, that range in altitude from 13,565 feet to 14,296 feet.

In this great "park" can be seen the track of our road for full forty miles, as it curves away to the southward, with its stations, the Platte River and its many tributaries, ranches in every direction, and numberless herds, fairly rivaling the great "Valley of the Bagdad," of ancient story.

Jefferson, the first station after descending to the "park," is reached in four miles from the summit.

The settlers in the "park" are mostly engaged in mining for gold, silver, coal and other minerals, putting up hay for shipment, or raising cattle and sheep. None are idle.

Game, such as deer, elk, bear, mountain lions, grouse, and occasionally mountain sheep, are plentiful in the "park" and vicinity, while the streams are stocked with an abundance of the finest trout.

Rolling along down the valley, we come to Tarryall Creek, up which, about two miles, is Hamilton. Just above the town are the placer mines, which made Tarryall—since called Hamilton—a "booming" camp in 1860. These placers were short lived and soon abandoned, but during 1880 they have been re-located by companies who are putting up hydraulic works and are about to wash them over again, with every prospect of rich returns. The Breckenridge Pass road from Como is via Hamilton, up Tarryall Creek and over the "Range," as is also the branch railroad to Breckenridge, now building. Distance, twenty-one miles.

Como is reached in eight miles from Jefferson, and is destined to be a place of some importance. Extensive coal mines, of good coking quality, are located a short distance east of the town, and with the Breckenridge branch above alluded to completed, together with placer and quartz mines near by, Como will become quite a business point. See "Post Roads" Nos. 20 and 41.

Leaving Como, the view obtained of the mountain ranges for the next twelve miles is very fine; and as the train winds around in and out of the fingers thrust out from the mountain giants, on each side, they present scenes of ever-changing beauty, never to be forgotten.

Red Hill is five miles from Como, and nine miles from Arruh’s, and two miles more brings us to Garo’s, situated on a branch of the South Platte River, 104 miles from Denver, at the junction of the Fairplay Branch of the South Park Division Union Pacific Railway. See "Cities, Towns," etc.; also "Post Roads" Nos. 38, 43 and 44.

Leaving Garo, the park widens, and after crossing several little tributaries of the Platte, Mill and High Creeks, we pass the deserted town of Weston, two miles distant.

For six months Weston was a busy place, with a population, mostly "floating," of several thousand. It was the "End of the track" from whence stages, passengers, mails, express, and all freight for Leadville, turned westward over the "Rockies," via Weston Pass, elevation 11,800 feet, and a villainous "Pass" it was.

Six miles beyond Weston is Platte River, a side track station, situated on the main River of that name, surrounded by marshy grounds and lakes of salt water. A few miles beyond, on the left, are located the first and only salt works in Colorado. When these works were erected, in 1864, all the salt used in this whole western country had to be freighted in wagons from the
Missouri River, 700 miles, at a cost, for freight alone, of from four to twenty cents per pound.

When the springs, near the works were discovered, they were thought to be very valuable, and no little contention arose as to the title. However, these claims were settled, and the business of salt making commenced, and soon became very profitable. When, as is too often the case in the west, litigation commenced between the owners, followed by injunction after injunction, until both parties were impoverished. Meanwhile the railroads were advancing day by day, which meant cheap salt. The lawyers commenced their work in 1866, and succeeded in closing the works in April, 1868, since which time they have remained closed. We hear that the case has recently been decided, now that the works are valueless, the litigants plucked, and the railroads have destroyed the rich prospects. Moral: If you have a good business look for and keep out of the lawyers hands. They are good fellows; but are always hunting a fat "grub stake."

Passing on by all these old remembrances, our train commences to climb the world up to the Summit, or Trout Creek Pass, altitude 9,410 feet. Here the waters divide, on one side they enter the Platte and the other side the Arkansas Rivers. From this station we fairly fall away to the valley of the Arkansas, or about 2,000 feet in the next twenty-three miles.

From the Summit we obtain the first view of the great Sawatch Range, which separate the Gunnison and San Juan country, from the valley of the Arkansas. Across these mountains we must pass, in about a southwest direction from this station. Two miles from the Summit is a little station called Dively, and about one mile below, by keeping a sharp lookout on the right can be seen the largest and finest spring of cold water in the State. It is the head of Trout Creek, and fairly pours out beneath a high cliff, close to the roadside. Just below, on the left side, are several other springs, but not so large. From these springs, down the creek, "speckled beauties" are very abundant; those fond of fine trout can find them here. Five miles from Divide is Trout City, but the station is called McGee's. The railroad company has a good station building, telegraph office and the surroundings are inviting. Game is abundant in the hills, and trout in the creek, all that is wanted, after "bagging game," is a good cook and a good appetite, which last you are pretty sure to have, if you catch the game.

After rolling down the creek for six miles, we reach the valley of and cross the Arkansas River, from which point it is three miles to

Buena Vista, distance from Denver 135 miles, Malta thirty-one miles, and Leadville depot thirty-seven miles. From Nathrop, seven miles south of Buena Vista, the trains of the South Park Division Union Pacific Railway and the Denver & Rio Grande Railways run over a joint track. See Tour Six. Also from Nathrop, west to Alpine, twelve miles. See "Cities, Towns," etc.; also "Post Roads" No. 64.

From Buena Vista our route to the Gunnison and San Juan country, is down the west bank of the Arkansas River seven miles, to Nathrop. From this "junction" the road turns directly west, up Chalk Creek five miles, to Haywood Springs, one mile further to Hoptense. At both of the last named stations are situated hot springs, of which, more hereafter.

From Hoptense it is four miles to Alpine. From a short distance west of Nathrop the road is built along the creek, with high bluffs on both sides; the distance between the bluffs has been gradually narrowing, until above Hoptense, the contraction takes the shape of a mountain gorge, and well it may, as Mt. Princeton rises from the water's edge on the north, to an altitude of 14,199 feet, while on the south and directly opposite, towers Mt. Antero 14,245 feet, while beyond, only a short distance, is Mt. Shavano, 14,239 feet.

Forest City and St. Elmo is reached four miles above Alpine, where are located mineral veins of great prospective value.

Continuing up the cañon six miles is Hancock, a thrifty town, two miles from the eastern end of the great Alpine Tunnel. This tunnel is 1,880 feet in length, fourteen feet in width and seventeen feet in height; elevation 11,500 feet. From the eastern entrance of the tunnel to Pitkin, the distance is ten miles. At this time, January 1st, 1881, the work has been so far advanced that it is confidently expected the cars will run into Pitkin by June 1st, 1881, and to Gunnison City July 1st, 1881. Distances from Hancock to Pitkin twelve miles, to Gunnison City thirty-nine miles, to Gothic Crested Buttes seventy-three miles, Lake City ninety-five miles. See "Cities, Towns," etc.; also "Post Roads" No. 64.

As railroads advance, stage lines correspondingly shorten, always being found at the "end of the track." In this age of rapid progress, a guide-book correct to-day is not correct to-morrow; these facts should be borne in mind by the critic, and due allowance made. An instance: the 3d of August, 1880, we rested over night with two prospectors, in a lone log cabin, the prospectors claimed to have "just struck it rich," and would visit Gunnison City next day to buy "grub;" time passed, and Oct. 20th, chancing again over the same route, what did we behold? The lone log cabin was the "recorder" office of a new mining district, where 793 claims had been recorded. There was eighty-four new buildings, including hotels, stores, and private residences, and over 500 inhabitants; and a town had been laid out, smelting works in progress of construction, and a daily newspaper contemplated. All within less than three months.
TOUR NUMBER SIX.
THE DENVER & RIO GRANDE RAILWAY, VIA PUEBLO,
TO LEADVILLE, ETC.

This road is often called "the biggest little railroad in the world." It is certainly the pioneer three-foot narrow gauge passenger and freight railroad in the world.

The company was chartered in 1868; work of grading commenced March, 1871, and the first train reached Colorado Springs October 27th of the same year; distance, seventy-six miles. June 15th, 1872, the road was completed to Pueblo, forty-four miles further south. The branch to Cañon City, forty miles, was completed in July, 1874, and the main line, via Cucharas to El Moro, eighty-six miles south of Pueblo, in April, 1876. Work was commenced in May, 1876, on the line from Cucharas, via Veta Pass, and completed to Garland, 226 miles from Denver, August 6th, 1877, and on to Alamosa, on the Rio Grande River, twenty-four miles further, in 1878. Total mileage at the end of that year, 333 miles. The following year, 1879, the "Colorado Railroad War" retarded building, yet the line through the Royal Gorge of the Arkansas was progressing, and finally accrued to the Rio Grande Company, which pushed it rapidly toward Leadville, where it arrived in the spring of 1880. Distance from Pueblo, 158 miles; from Denver, 278 miles. During 1879, and up to December, 1880, this company completed as follows: From Cañon City to Leadville, 119 miles; from Leadville to Kokomo, twenty-two miles; from Colorado Springs to Manifot, five miles; from South Arkansas to Maysville, twelve miles; from Cañon City to Silver Cliff, thirty-one miles; from Alamosa to Camas River, ninety-three miles; from San Antonio to Caliente, fifty-six miles. Total completed to date, 638 miles. Besides, extensions and branch lines are now in active course of construction from Leadville to Red Cliff, Kokomo to Breckenridge, Poncho Springs to Gunnison City, Calienta to Santa Fe, Camas, via Durango, to Silverton, besides a gang of workmen on the South Fork of the South Platte River, Platte Cañon, going to—you tell!—we can't find out. Without doubt, the end of the year 1881 will find the Rio Grande Company with over 1,000 miles of road in operation, and half as much more under contract.

The vigor and apparent audacity of the Denver & Rio Grande Railway Company in grasping for "everything in sight" in Colorado, is surprising to many people, both in and out of the State, but it should not be, when it is borne in mind that the persons who direct the affairs of the Company are old pioneers, have seen the progress of this western country from its in-
GARDEN OF THE GODS.—PIKE'S PEAK IN THE DISTANCE. (See page 99.)
fancy, are progressive, far-reaching and sagacious, and withal, possess the necessary means, confidence and courage to win success. They have won it, and all fair-minded Coloradans are proud to acknowledge that fact.

Two express trains leave Denver daily, from the company's depot, in West Denver. Each are provided with Pullman drawing-room sleeping cars and Horton reclining chair cars, and all the modern equipments of a first-class road.


"All Aboard!" is again the command, and our train moves southward. About two miles from the city we pass, on the right, the extensive machine and repair shops of the Rio Grande Company. Soon we reach the open country and the high prairie, where most beautiful views of the Rocky Mountains can be obtained. "Pike's Peak" is directly ahead of the train. To the right, beyond the Platte River, is a strip of rolling prairie fifteen miles in width, laying along the base of the mountain, while on the left extend the prairies apparently limitless in extent.

Petersburg, where trains stop only on signal, is eight miles from Denver, near the point where gold was first discovered along the Platte River in 1859. The gold was fine and difficult to save by the methods then in use, and the "diggings" were abandoned. Two miles farther, and ten miles from Denver, and our train stops at

LITTLETON, a place of some pretensions, sitting astride the Platte River with a railroad station on each side. It aspires to become a suburban home for business men of Denver, and it could certainly be made a very beautiful place, as it has many natural advantages.

Passing on, the bluffs and ravines seem gradually to close in on our left, and we roll through numerous cuts, cross the canal that supplies Denver with water, pass Acequia, a signal station, and arrive at

Plum, twenty-four miles from Denver, opposite Platte Cañon.

Our course is now to the southeast, up Plum Creek, which we shall follow for twenty-five miles. This is a rough, uncultivated, ragged country, but well adapted to stock-raising, for which purpose it is mostly occupied.

Five miles from Plum, on the right, is the site of the old Fisher saw-mill of 1859, the first in Colorado. Opposite this mill, comes down the "Plum Creek Divide" wagon-road. This old road left the railroad six miles south of Denver, on the Platte, and turned up over the ridge via the "Pretty Woman's Ranch," of 1860-3, which was situated at a spring on the southern slope of the divide, five miles distant.

Continuing along up the valley, eight miles from Plum, and thirty-two miles from Denver, is Castle Rock, so named for a huge castellated rock that stands away up on the apex of a spur of the "divide" that here projects out into the valley to the westward, as though to bar our further progress. There is quite a settlement at this place, many of whom are engaged in the stone quarries near, and others in stock-raising.

See "Post Roads," Nos. 33 and 34. Three miles from Castle Rock is the small station of Douglass, where are more stone quarries; then three miles to Glade, five miles to Larkspur, and four miles more to

GREENLAND. This station is opposite the upper portion of Spring Valley, five miles to the east on the head waters of Cherry Creek. See "Post Roads," No. 35.

SPRING VALLEY is a lovely little valley about six miles long, and a half-mile wide, first settled in 1860, completely overrun by the Indians in 1864, and some of the settlers killed; and has been raided by Indians, at various times since.

Leaving Greenland, the train climbs up the "divide" on a heavy grade; the air is pure and clear, the country is rough and broken, with here and there a little opening; the huge mountains rise high on the right, but their base is five miles away, and the long timber-marked water-shed that divides the waters of the Platte from the Arkansas valley, stretches away to the east, to Cedar Point, distant seventy-five miles, as noted in Tour Four.

Divide is reached five miles from Greenland, and fifty-two miles from Denver. The post-office name of this place is Weissport. The station is on the shore of Palmer's Lake, where

ROCK CONES—GARDEN OF THE GODS.
great quantities of ice are procured in winter for the use of the railroad company. Altitude, 7,298 feet, 2,141 feet higher than the city of Denver, 2,525 feet higher than Pueblo.

A few miles both to the north and south of the divide, high up the mountain side, can be seen long, rocky, castellated ridges of white, brown, and red stone, standing forth, hundreds of feet in height, like huge sentinels, continually on guard.

Before reaching the station, when looking ahead, the prospect for getting over the "divide" was apparently hopeless, but remembering that it was this company that built their road over the Sangre de Cristo Mountains, we are convinced that, with them, "all things are possible" (in railroad building). In proof of this we climb to the summit, turn to the left, from a sharp interlocking mountain spur; and roll down toward the great Arkansas Valley.

The course is now more to the eastward, with the Valley of Monument and Monument Creek on the right.

MONUMENT STATION is reached four miles south of the summit, where there is quite a settlement of agriculturists, stock, and lumbermen. The village is near the site of the "Dirty Woman's Ranche," of 1860. See "Post Roads" No. 36.

Leaving Monument, an occasional glimpse of "Pike's Peak" can be had; cattle and sheep are numerous, and a few fields and gardens appear.

Occasionally on the right we catch a glimpse of some of those peculiar rocks, which rise up in places, in this vicinity, on the sides of the hills, to the height of from twenty to fifty feet. They are round, and from three to ten feet in diameter, surmounted with a cap, in one case resembling a Spanish sombrero. They are called by various names, but by the general name of "Monuments," from which this valley and creek derive their names.

Borst is two miles from Monument, and Hus- ted's is four miles from Borst, beyond which we come to some timber, and a rugged, rocky, and wild country. Ederton, where are piles of lumber indicating saw-mills near, is reached five miles south of Husted's, and eight miles more to Colorado Springs.—Population, 4,274, seventy-five miles south of Denver, forty-five miles from Pueblo, and five miles from Manitou. See illustration, also, description under "Cities, Towns, Etc." also "Post Roads" Nos. 37 and 43.

Colorado Springs has become quite noted as a summer resort; the magnificent mountain views, the mineral springs, Garden of the Gods, petrified stumps, Monuments, Cheyenne Canon, and rambles over the mountains, even to the summit of the towering Pike's Peak are all reached with convenience. All these scenes and objects are of surpassing interest, while the climate and exercise bring health and vigor to the system.

The Manitou Branch of the D. & R. G. extends to Manitou, five miles distant, over which trains run in connection with all passenger trains on the main line. On these trains are to be found the Horton reclining chair car, as well as the most complete equipments of a first-class road. Fare, twenty-five cents.

Manitou is situated at the base of Pike's Peak, on the Fountain Qui Bouille; a small stream formed from springs and melted snows around the base and upon the summit of the mountains, supplies the town with water, and is also used for irrigating purposes, for many miles below; it is also on the Ute Pass Wagon Road to the South Park. For description see "Cities, Towns," etc.; also "Post Roads" No. 36.

Half a mile south of Colorado Springs we come to Fountain Qui Bouille Creek, where our course changes to the eastward, and follows along down its northern bank. In places the bluffs are close on our left—and then some well-cultivated fields appear on either hand.

The old Military Wagon Road—via Jim's Camp—Squirrel Creek Divide, Russellville on Cherry Creek, to Denver—branches off to the north, just before reaching the next station, which is eight miles, called Widefield, a signal station, as is also Fountain, four miles further. Here the sage brush land shows the effects of irrigation. The town is a few hundred yards to our right, contains about thirty places of business and residences, situated on an elevated table-land, most of which is under cultivation. Between the railroad and the mountains on the west, is spread out as fine grazing land as there is in the State, extending southward 100 miles along the eastern base of the mountains, and from five to fifteen miles in width. The old wagon road from Colorado City runs along the foot of these mountains to Canon City, twenty-five miles distant.

Continuing down, the sand-bluffs close in on the left, our train rolls down on to the creek bottom, where the cottonwoods and willows are very dense, and after crossing the creek, stops at Little Buttes. Near this station, Little Fountain Creek comes in from the west, upon which is some fine farming land, which produces abundant crops—never failing a crop.

The country for the next twenty miles is not much improved, as it cannot be depended upon for crops without irrigation, and as water is not to be had, unless wells are dug and windmills used for elevating the water, it will doubtless remain as it is—a stock range.

From Little Buttes it is eleven miles to Pixon, six miles to Cactus, and five miles more to North Pueblo; all are signal stations, where passenger trains seldom stop.

On the east side of the Fountain is situated East Pueblo, reached by a bridge on our left.

From North Pueblo station, our route is along the creek, through deep cuts made through a round butte—that seems to rise up in our way—
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cross the track of the Atchison, Topeka & Santa Fe Railroad, and the Arkansas River, and a run from the last station of three miles brings the train to

South Pueblo. This is a regular eating station, where meals cost seventy-five cents.

The Leadville Express—our train—arrives here, from Denver, by 1:35 p.m., where connections are made with trains for the west, east and south, which leave half an hour afterwards.

The Atchison, Topeka & Santa Fe Railroad connects Pueblo with the east, and also has a branch westward to the coal banks, thirty-eight miles distant.

That route will be our Tour Number Eight. See "Cities, Towns," etc.; also "Post Roads" Nos. 47, 48.

Population of Pueblo and South Pueblo is 4,760. The business of the city is, to a great extent, connected with the mining business to the west and south—San Juan, Leadville and the Cimarron regions. Agriculture—along the Arkansas River and the adjacent streams—is very profitable, as the yield per acre of all kinds of small grains and vegetables, is abundant, but above all others, stock-raising is the most extensive. As a range for cattle and sheep, Pueblo and the adjoining counties, with the mild winters, light snow fall, and rich and nutritious bunch grass are considered par excellence.

The fine water power available, the broad, fertile plains and productive uplands, on which roam vast herds of sheep, point to the probable fact that woolen manufactories will soon be established here. There is certainly a fine opportunity and a home market.

At Pueblo our train turns directly west, leaving at 2:05 p.m., and follows along up on the south side of the Arkansas River, where the country traversed is almost wholly used for grazing purposes. The track of the Atchison, Topeka & Santa Fe coal road runs parallel with the Rio Grande, crossing it several times, a distance of about thirty miles, where it turns southward to their coal banks.

The stations on the Rio Grande, above Pueblo, Goodnight, four miles; Meadows, five miles; Swallows, five miles; Carlsile Spring, six miles; Beaver Creek, three miles; Laramie, nine miles; and Coal Junction, one mile; making thirty-two miles from Pueblo. At this "junction" a track branches off to the coal banks, two miles distant, while the main track—our track—continues on eight miles to

Canon City, distance from Pueblo forty miles, from Denver 161 miles, and from Leadville 117 miles.

The first settlement was made at Canon City in the summer of 1869, and in 1860–1 some good stone buildings were erected, and a great amount of freight from the Missouri River, destined for Tarryall, California Gulch and the Blue, came up the "Arkansas Route," and went into the mountains, via Canon City. Then it was that prospects were bright for a big city at Canon, and corner lots advanced, but the mines, being all "placer mines" at that time, became worked out, and Canon declined; but since the arrival of the iron horse, it has much improved.

Canon is the county seat of Fremont county, situated at the very gate of the mountains, in a lovely and productive little valley, and possesses some of the most attractive scenery in Colorado. From this city it is about twelve miles to the "Royal Gorge" of the Arkansas, the walls of which rise from the river, in places, perpendicular 2,000 feet, between which rolls the Arkansas River. To visit the "Royal Gorge" and the magnificent scenery adjoining, one should spend at Canon City, secure suitable conveyance, and leisurely explore the country, visit the hot springs, etc. See "Post Roads" Nos. 43, 44, 45 and 46.

Again our train moves—this time with an Observation Car attached to the end—secure a seat and prepare to do the "Royal Gorge" or Grand Canon of the Arkansas.

At the foot of the cliffs, just above the town—that large stone building—is the State Penitentiary, and a little further the soda springs, over which is erected a little round, rustic arbor. Soon after leaving Canon City we come to a bridge, on the left, spanning the river. It is here the road to Silver Cliff branches off, and follows up Grape Creek. At this time, December 1st, 1880, the road is nearly completed, and will be fully before our "Grip-Sack" sees day light. The distance, by rail, from Canon to Silver Cliff is about thirty-one miles, and connections will be made at Canon with all regular trains.

A short distance above the bridge is the mouth of the Grand Canon. Are you looking for a description? We cannot describe it! No pen ever has, and none ever can describe the grandeur of this cataract. You see and feel what no tongue can express or pen can portray. Come yourself! Imagine, if you will, a lofty, unbroken mountain range, towering 3,000 feet above the plains, imprisoning above great lakes of water, and that by some great convulsion in nature or by the hand of the Great Maker, this mountain was suddenly slashed from summit to base, as though by some jagged instrument, leaving a fearful chasm, narrow, deep and gloomy. Down this gorge rushed the accumulated waters of ages, which, together with the erosion of centuries, have weathered the soft corners and washed away much of the loose materials, leaving rocks, rocks of every shape, form and dimensios, rocks with huge domes, towers and pinacles, sharp corners and hollow recesses; rocks over 2,000 feet in height—standing perpendicular—with projecting spurs, almost locking and inter-locking from opposite sides. We say, imagine all these things, and you will then only
have a faint conception of the "Royal Gorge" of the Grand Cañon of the Arkansas.

So narrow was this cañon, in places, that the road bed had to be suspended over the river, an illustration of which will be found above.

Currant Creek is the first station after leaving Cañon City, but there is little of interest here, unless a fine locality to hunt and fish is desired, as the country bordering Currant Creek, on the right, is fairly swarming with game, as is also the creek with trout. Passing up the river, the scenery is ever changing as we pass a number of small stations, where trains stop only on signal, they are: Spike Buck, five miles; Texas Creek, ten miles; Value, thirteen miles; Howards, six miles; Badger, two miles; Cleora, eight miles; and two miles more to

South Arkansas, where we arrive at 7:10 p.m., 217 miles from Denver, and sixty-one miles from Leadville. This is a supper station, both going up and coming down by this train. Here the trains meet and eat for seventy-five cents a meal. The house is called "Gray's Hotel," kept by the jolly Captain himself. This new town is a prosperous place, from which in 1880 an immense amount of freight, destined for the Gunnison and San Juan countries was forwarded on wagons, and thousands of passengers left on the daily coaches for the same destination. It is from this point where the Gunnison extension of the Denver & Rio Grande Railway branches off to the westward, via Poncho Pass. At the time we write, December, 1880, the road is completed to Poncho Springs, six miles, and contracts are let, and work is progressing along the whole line to Gunnison City, sixty-seven miles distant. See "Post Roads" No. 79.

From South Arkansas, Poncho Pass, altitude 6,945 feet, is in a southwest direction, about twelve miles distant; Marshall Pass is seven miles further, via Poncho Pass, altitude 10,852 feet; Monarch Pass is directly west, distance about twenty-three miles, altitude 10,300 feet. The valley above the town widens to about six miles, and is principally occupied for grazing cattle and sheep.

Eight miles beyond South Arkansas is a signal station called Brown's Cañon, from which it is ten miles to

Nathrop. This station is at the junction of the South Park Division Union Pacific Railway, main line leading westward, via Alpine to the Gunnison country, as described in Tour Number Five. The track is used jointly with the Denver & Rio Grande, both companies running trains to the "end of the track."

From Nathrop it is seven miles to

Buena Vista. See description under "Cities, Towns," etc.; also "Post Roads" No. 64.

Both the Denver & Rio Grande and the South Park Division Union Pacific Railway Companies run over a joint track to Leadville, thirty-seven miles.

The town of Buena Vista is situated on Cottonwood Creek, just above its junction with the Arkansas River, surrounded with a forest of pine and cedar trees. Boulders of all sizes are scattered over the town—through streets and alleys—in great profusion, and, strange to say, the dogs and cats all know it, and look a le-le-le out all the time. Six miles west from Buena Vista are located the Celebrated Cottonwood Hot Springs,
connected by a daily hack line. Fare $1.00, or $1.50 for the "round trip."
The country, as we proceed, is rough, broken and covered with scrub pines and cedars. Directly west, that highest peak is Mt. Yale, altitude 14,187 feet.

Seven miles north, opposite Riverside station, is Mt. Harvard, altitude 13,874 feet. From Riverside it is six miles to Pine Creek, and three more to Granite. This place was a mining camp in 1859-60—at which time there were thousands of miners working the placer claims above and below the town—and on Clear Creek, a small stream coming down from the west, opposite the station. Some work is yet being done on Clear Creek, but the present reliance of the citizens is quartz mining and stock-raising. La Plata Peak is opposite the place to the westward; altitude 13,311 feet.

Hill is a small station further north. Opposite to the westward four miles, are located Twin Lakes, one of the most charming summer resorts in Colorado, beyond, Mount Elbert rises to an altitude of 14,351 feet. This region is the hunters' and fisherman's paradise.

Malta is reached in eight miles, through a more grassy, open country, which, as we near the town, is many miles in width; stretching away to the base of Massive Mountain; altitude 14,298 feet.

The Eagle River Extension of the Denver & Rio Grande commences at this place, and the track is graded nearly to Red Cliff, twenty-six miles, at which place the cars will probably be running before this book is published, or early in the spring of 1881.

Geographically, as well as the disposition of the management of the Denver & Rio Grande Company, it would seem to indicate that Malta is to be a point in this section of the country, where the machine, repair and car shops of the railroad companies of the present and future, are to be located, and the citizens are holding their "corner lots" accordingly.

At Malta, California Gulch comes down from the east. This "gulch" was one of the most noted in Colorado, in 1860-2, during which years the placers yielded nearly $5,000,000, after which they were abandoned. Since the great discoveries of carbonates, the old camp, near the head of the "diggings," has been christened Leadville. Companies have recently been organized, these old claims re-located, and preparations are perfecting to work over the ground by hydraulic process; but the scarcity of water is a great drawback. Following up this "gulch" it is not quite three miles to Leadville; by the railroad it is over five miles, as the route makes a half-circle, and comes into the city on the extreme north side, half a mile from the business center.

Leadville is distant from Denver, south of west, 276 1/2 miles via Pueblo, and 171 1/2 miles via South Park.

Leadville is one of those extraordinary productions, peculiar to a mining country; one of those places that from a lone cabin, becomes a village in a night, a town in a week, a city in a month, and a "booming" metropolis the first year. With numberless old prospectors, miners, railroads, stages, bull-whackers, pilgrims, capitalists, gamblers, thieves, and soiled doves, directing their course to reach the new El Dorado, with all possible dispatch; such was Leadville the first year. The city in following years had its rough times; its ups and downs; but at the close of 1880, no city in America is better governed; none where life and prosperity are more secure, and none more permanently prosperous. It is one of the most cosmopolitan cities; here meet and jostle the people of nearly every land and clime, the rich and the poor, the miser and the spendthrift, the scholar and the fool, the preacher and the sinner, the hot and the cold, the jolly and the serious, the well-dressed and the ill-clad, the rich and the poor, all living together, and the look of it all seems to say: "We are here for dollars, not for health." The old saw, "It is not birth, nor wealth, nor state; it's git up and git, that makes men great," should read, as applied to Leadville's most successful men: It is not birth, nor brain, nor wit; it's "grub-stake" luck that took the bit.

To the east of the city are to be seen Horsehoe, Sacramento and Goat's Peaks, ranging in altitude from 13,996 feet, to 14,132 feet. Mosquito Pass is north east; distance, thirteen miles; height, 13,800 feet.

The Kokomo Branch runs north from the depot in Leadville, up the east fork of the Arkansas, via Tabor City, to Kokomo; distance, twenty miles. The scenery on this road is very grand. At the point where the road crosses the divide between the waters of the Arkansas and Ten-Mile, to the right rise Fletcher and Buckskin Peaks, the former on the north side to an altitude of 14,259 feet, and the latter on the south side, altitude 14,296 feet.

Kokomo—See Cities and Towns, etc., also Post Roads Nos. 13, 14 and 23.

TOUR NUMBER SEVEN.

DENVER & RIO GRANDE RAILWAY VIA PUEBLO, ALAMOSA, ETC.

The route, train, and description from Denver to Pueblo, 120 miles, are the same as in the last tour, number six.

Leaving Pueblo our train runs along the side, and gradually climbs the bluffs, which skirt the river bottom, to a broad prairie above. To the north and east the broad plains seem limitless; to the south rise, in plain view, the "Spanish Peaks," seventy miles away; to the westward is the Greenhorn Range, twenty-four miles to their base. Swinging around the circle more to the northward, we have the city of South Pueblo, situated on the edge of this great plateau, overlook-
No. 1, the Spanish Peaks; 2, Greenhorn Mountains; 3, Reservoir; 4, Artesian Well of Mineral Waters; 5, Union Depot; 6, Smelting Works; 7, City Flouring Mills; 8, Chieflain office; 9, Steel Works; 10, Atchison, Topeka & Santa Fe Round House; 11, County Buildings; 12, Atchison, Topeka & Santa Fe Offices and Depot; 13, East Pueblo; 14, South Pueblo; 15, Denver & Rio Grande Round House.
ing the depot we have just left, and the surrounding country. See page 61. Soon after reaching the high land, we pass on the left, the Steel Works, now building, which the knowing ones connected with the enterprise, say, will be the largest and most complete in America; if it is not it will not be for want of building room. The iron ore to be used in these works will be taken from the company's mine, situated five miles from Placer Station, on this road, ninety-two miles south of Pueblo. The ore is said to be mined almost pure, and of the best quality for the manufacture of steel.

San Carlos, the first station on the bills, is situated on St. Charles Creek, nine miles from Pueblo; Greenhorn station comes next, in four miles; Salt Creek in seven miles, and six miles further.

Graneros. In reaching this place we have crossed the Greenhorn River and several small streams, much of the time in view of the Great Valley of the Greenhorn River, to the westward, beyond which rise the Greenhorn Mountains. This section of Colorado, and, in fact, the country east of the mountains, for a long distance, is devoted to agriculture and stock-raising. The article on the latter, in our number three, includes this whole region.

Huerfano, pronounced Warf-a-no, is the next station from Graneros, ten miles distant, after which we cross the Huerfano River, and a bluff, high, undulating prairie for thirteen miles, and reach the junction of El Moro Branch, at

Cucharas, pronounced Q-charr-us. This station is forty-nine miles south of Pueblo, 160 miles from Denver, thirty-seven miles to El Moro, and 110 miles from San Antonio.

Let us "change cars" run over the road to El Moro, and note the results.

Crossing the Cucharas River, and on over a broad prairie, with the Spanish Peaks close on our right, a distance of ten miles brings us to the side track of Santa Clara, situated on the creek of that name. Apishapa, a station on the Apishapa River, comes next, nine miles; Cimcusa, is nine miles more, from which station it is ten miles to

El Moro, the end of the passenger track; a coal track extends six miles further, to the coal banks. Cattle, sheep and coal are the staple productions of this town. The Railroad Company, by another name, has extensive coal mines south-east of the station, and about two miles south are 200 coke ovens in operation continuously, and then the demands so much exceed the supply that 100 more are being erected.

Prof. Gardner, of the United States Geological Survey, made a number of careful experiments with this coal in 1875, and as a result of his tests in reverberatory furnaces, he says:

"In a few minutes both furnaces were enveloped in a sheet of burning gases, that went roaring up the flues. Heat became so intense that the ores had to be pulled back to the chimneys, for that left near the bridge melted down and ran like water. The flame and great heating power were now too evident to be mistaken."

El Moro is eighty-six miles from Pueblo, 206 from Denver, 615 from Kansas City, and 227 miles from Santa Fe, situated on the Purgatoire, or Las Animas, or "Picketwire" River, five miles east of Trinidad, with which it is connected by hack line.

The Atchison, Topeka & Santa Fe Railroad passes through the town but does not stop. See Tour 8.

Returning to Cucharas, "change cars," and we are off again, this time up the west bank of the Cucharas River.

Walsenburg is the first station, six miles from Cucharas. It is tastefully laid out, having been settled by a colony of Germans, who are engaged in agriculture and stock-raising. See "Post Roads" No. 54.

From this the grade will be heavy, until we reach the summit of the mountain.

In passing along the creek it will be noticed that nearly all the settlers are Mexicans or Spanish, and they observe all the old customs of Spanish countries, particularly in their cultivation of the soil. They ignore the usual implements of husbandry to a great extent. They tickle the ground with a wooden plow; cut their grain with hand knives; thresh it out with goats, clean in the wind by dropping it to the ground from an elevated position when the wind is blowing. Then when the grain is gathered and cleaned it is pounded to a powder between large flat stones. Goats and sheep are their stock in trade. Their houses are of adobe, or, at best, logs, and the number of children is only equaled by the number of dogs; but all seem happy, and we are inclined to say with the poet:

"Rustic ease and true content
Are in this valley sweetly bient—
And comfort smiles, and plenty reigns;
Here peace has undisturbed domains;
And here a rural, peaceful race
Has found a fair abiding place;
Its homes and plazas, simple, rude,
The walls of stately pine trees hewed,
Or rough adobes, crudely piled,
The roofs with "dirt" securely tiled,
Are primitive and cool and warm,
Secure against the winter's storm,
And 'gainst the sun's devouring rays
When with the summer's heat ablaze."

That will do!

Wahtoay is the next station, six miles from Walsens, and a very appropriate name, it is.

To the left, after leaving the station, a beautiful view can be had of the Spanish Peaks. The altitude of the east peak is 12,720 feet; that of the west peak is 13,620 feet. Continuing a little farther, we have a fine view of Veta Mountains on the right, and the Sangre de Christo directly ahead. From the last station it is eight miles to

La Veta—Elevation 6,970 feet.
At La Veta all extra cars are left behind, an extra locomotive is added, and the train starts out on an average grade of 211 feet to the mile, for twenty-one and a half miles. In some places the grade is much higher, but the passenger need not fear, as the road is well built, the ties are close together and double-spiked—the engines and cars first-class, while the road-bed is blasted from the mountain side, making it as solid as the everlasting hills upon which it rests.

Leaving La Veta, our course is almost due west, winding up Middle Creek, and then on to a high plateau and up Veta Creek. The old Sangre de Christo stage road can be seen on the left, soon after leaving the station, where it winds around the side of the mountain. Continuing up the creek, eight miles from the station, we arrive at Ojo—At this side-track, by looking directly ahead, away up on the top of a round, flat-topped mountain—called “Dumpy” Mountain, apparently some great fortress—can be seen a lone tree in the center. Now, noticing the long, reddish line encircling that mountain near its top. Do you see it? That is our road, and there, in front of that low tree, we will be in half an hour, looking down at this station.

Again we proceed. Look! on your right, away up—there! That peak is Veta Mountain, 11,512 feet above the level of the sea. Up! up we go! Keep your eye to the left now! See! away up the mountain—there is the road—our train ever get there? We are turning gradually, the little valley is becoming a mountain gorge, narrow, dark and gloomy. We are climbing up to the Mule Shoe. We are there; and having run up on one side of the “Shoe,” we will now turn to the left and roll around on the toe of the shoe on the other side of the gorge. We are climbing the world—higher and higher. Now look down on the left, what a beautiful scene! and the higher we go the grander the view. Ah! here we are at the point of the mountain. Now look away down that little, narrow valley, and see little Ojo station, where we stood only a few minutes ago, and looked up—looked at the tree first—then located our present position.

Now stop a moment and take a look around. “Old Veta” just to the north—across the chasm, has “come down a peg”—is not near as high! The Spanish Peaks, too, look low—in fact they are “beneath our notice.” A lady says: “O! O my! the air is so light and pure.”

A general survey of the surroundings from this point results as follows: To the eastward—down the little valley, is Ojo; further, La Veta; a little to the right, the Spanish Peaks; then a sweep around to the left a little, the broad plains, stretching away in the dim haze of the distance—to the north—at our feet—an awful chasm, 740 feet in depth; beyond rises Veta Mountain, which bars our vision. To the westward an occasional mountain peak peeps out above the growth of pines, in the foreground, while all around us are pine and spruce in the ravines, and away up the mountain to the “timber line,” usually about 10,000 feet, above which they stand unencrusted, before their Maker—except, possibly, by a mantle of purity—the frost of winter.

But we have not had a look to the south, and must climb higher.

Our course is now to the right, and follows around the mountain to the south—up, around the head of a deep ravine, to the left; up again, we curve around the head of another, and then another—ever upward—but the chasms and ravines are decreasing. Another turn, and we are at the

Summit of Veta Pass—9,339 feet above the level of the sea; 1,097 feet higher than Sherman on the Union Pacific Railroad—the third in height in the world.

This station is situated in a grove of timber which obstructs the view, to a great extent; but those who have the time and inclination to stop a while, could walk along the summit to the east-
ward, about one mile distant—to a point where the most extended, and best views can be obtained.

The canon up which our train came, to the turn of the Mule Shoe, is called Abata Canon, and the old wagon road which we crossed over on a bridge, at the curve, was the “Abata & Sangre de Christo” toll road.

The illustration on page 63 shows our train in Abata Canon, going up to the Mule Shoe from Ojo and then curving around and nearing the summit of “Dump” Mountain.

Leaving the Summit, our train will descend on the south for seven miles, on as heavy grade as when climbing up the northern slope. On the route down there is little of interest; there are several saw mills, and timber on each side of Sangre de Christo Creek—down which our train rolls—passing Sangre de Christo side-track, two miles from the Summit; and five miles further arrives at Placer.—The best meal station on the road, price, seventy-five cents. George W. Morton is the caterer; and we love to encourage him in his laudable enterprise.

Soon after leaving Placer, Ms. Blanca and Baldy—can be seen rising heavenwards—the former to the highest altitude in Colorado. Rolling down this narrow valley—we emerge to light and beauty—catch a glimpse of the broad plains of the San Luis Valley—and stop at Fort Garland.—Thirteen miles from Placer, twenty-four miles from Alamosa, and 226 miles from Denver. The “Fort”—without fortifications—is occupied with a small number of soldiers—and the usual appendages. See Post Roads No. 55.

Leaving Garland, a straight and continuous run of twenty-two miles brings us to the bridge over the Rio Grande Del Norte. The views have been very grand. Immediately on our right is Mt. Blanca—the highest mountain peak in the Rocky Mountain Range. It rises 14,483 feet above sea level, and 6,504 feet above our railroad track. Just north of Blanca, an attendant on his highness, is Baldy, with an altitude of 14,176 feet. On the south and west sides these mountain peaks rise from the plains without the usual foothills; not so to the east. To the north the range extends for many miles, then turns to the northwest, as far as the eye can reach. This range is known as the Sangre de Christo and is about twenty miles in width, separating the valleys of Wet Mountain, on the east; and San Luis Valley on the west. It is cut up from base to summit into innumerable gullies and ravines, more or less timbered and abounds in game of all the different kinds found in Colorado, excepting only the antelope.

San Luis Park or valley, is near eighty miles in length; in a general north and south direction; varying in width from ten to fifty miles, bordered on the west by the lofty range of the San Juan Mountains. The eastern portion of this valley, north of the railroad, receives the waters of numberless springs and mountain streams, away up to the Cochetopa Hills and Poncho Pass, but has no outlet; like the great basins in Utah and Nevada, the waters sink. Again, the central portion alluded to above, like the central portions of the great basins of Nevada and Utah is valueless, while the outer edge or near the springs and streams where water can be had for irrigation, abundant crops are raised.

Along the Rio Grande, Rio la Jara, Saguacho Carnero, Upper San Luis, Rio Culebra and Rio Conejo’s, the soil is rich and very productive, and the country well settled and cultivated; but here again, irrigation is necessary to insure a good crop. There is only a very small fraction of this portion of the park valueless with irrigation, and not by any means it is that portion covered with sage brush and grease wood, as one writer has stated. It has been thoroughly demonstrated in Colorado, that lands producing sage and grease wood in profusion; will, with water and proper cultivation, produce all kinds of crops in abundance. It is a mistaken idea that many have, that good crops can be grown only on black soil, muck. Some of the most productive farms in Colorado to-day, were once covered with sage brush and grease wood; and this soil is composed of clay, gravel, fine sandy loam and mountain washings. At this time, millions of acres of what, with water would be the best crop-raising lands in Colorado, are called valueless, except as a range for cattle, sheep, etc. Particularly is this so in the San Luis Park, and will remain so until some extensive system of canals and irrigating ditches are constructed to
bring the water from the Rio Grande, or by sinking artesian wells secure the needed supply.

Stock-raising is the principal industry in the San Luis Park at this time. Cattle, sheep and horses graze at will, over the greater portion.

Crossing the bridge, we are soon at Alamosa. This is a live western town, from which stages and an enormous amount of merchandise, machinery, etc., start north daily for the San Juan, and Gunnison country. See Post Roads Nos. 62, 76, 77, 78. Alamosa is situated on the west bank of the Rio Grande, almost in the center of San Luis Park. To the south, twenty-three miles distant, is the town of Manassa, settled by Josephite Mormons; there are over one hundred families, all agriculturalists; do not practice polygamy, and are very prosperous, good, law-abiding citizens. These people have secured a large tract of land, and will soon commence building a canal from the Rio Grande, to carry the water all over it for irrigating and other purposes.

Leaving Alamosa, our course is west of south, fourteen miles, and we cross the Rio la Jara, from which it is fifteen miles to San Antonio, situated on San Antonio River, about fourteen miles west of the Rio Grande, and one mile south of Conejos.

The New Mexican Extension of the Denver & Rio Grande Railway, branches off at this station; south, and is completed and cars running to Baranca, sixty-six miles distant. The stations are: Mountain Siding, Heads, Aguajai, Tres Pellas, Servilleta, Calienta, and Baranca; distance from "end of the track" to Santa Fe, fifty-one miles. This branch is being extended gradually, and probably will reach Santa Fe early in 1881, and Albuquerque during the year.

Conejos, the county seat of Conejos county, is one mile north of San Antonio, reached by hourly hacks; fare, twenty-five cents.

The San Juan Extension commences at San Antonio, and its general direction is due west, but the track runs literally to all points of the compass within the first twenty-five miles. During the construction of this part of the road, we rode over it on the top of a box-car, in company with many laborers and a few "pilgrims," when one of the latter declared "this road is almost as crooked as his Satanic Majesty's." One of the employees near, heard the remark, and probably thinking it rather disparaging to the road—that it was not up to the standard of progress—answered, while casting a withering look of pity on the speaker: "Is that all ye know about railroading? The Denver & Rio Grande can bate all the Majesties in the world, the Devil, too; and his uncles, and his aunts." The fact was at once conceded.

Leaving San Antonio and the beautiful San Luis Park, our course is westward, directly for the distant mountains. For many miles the low, gradually rising foothills are covered with grass, scattering pines, groves of cedars, and masses of volcanic rocks. Our train curves around these gentle slopes and flowery vales, looking down upon the park, the valley of the Grand, San Antonio, and Finos, affording views more romantic than tales of fairy realms. For twenty miles we keep in sight of the plains and catch frequent glimpses of distant hills, while our train curves winding around the boughs of hills, seeming in mere wantonness, as loth to get beyond the view of so beautiful a region. At one point, called the "Three-Ply," our train is going west, soon north, then east, then again north, and, finally, back again to the west. How bewildering! On examination, three tracks are discovered running parallel with each other, like the letter S; but each track, far above the other, and only a short distance apart. While wondering, almost imperceptibly, the foot-hills change into mountains and the valleys deepen into canons, and as the train winds around the point of one of the mountains, suddenly, like the change in a kaleidoscope, we are overlooking the beautiful and picturesque valley of Los Finos Creek, a thousand feet below. The view from this point is most grand. Beyond the valley to the south rise the mountains, timbered in places, in others covered with a mantle of evergreens, bespangled with beds of flowers of every tint and hue; to the east the great round dome of San Antonio Mountain; beyond, San Luis Valley, with its green and gold; still farther, and to the left Mount Blanco, and the Sangre de Christo Mountains. Take a long look, for it will be the last.

Proceeding north, and west, and south, and west again, and we are far up on the side of a rugged canon, beside which the mountains rise to a towering height, throwing out great rocky ribs, as though to bar our further progress. The valley is crowded out, and the rugged surroundings are grand and exciting; at times in a tunnel, then on the edge of frightful precipices, beneath castellated heights, and natural monuments; following around the head of yawning chasms, with an occasional ray of sun-light sifted through the overhanging crags. These are portions of the scenery of Toltec Canon, before reaching Toltec Tunnel, thirty-five miles from San Antonio, and 312 miles from Denver.

The first two stations after leaving San Antonio, "down on the hills" are side-tracks, for ties, lumber and passing trains. The next is Boydville, where rustic but substantial meals are served for fifty cents; then comes Los Prinos, seven miles west of Boydville, and two miles more brings our train to the eastern entrance of Toltec Tunnel. At this point the canon narrows to a frightful gorge, the granite walls rising to nearly 1,000 feet above the roaring waters, and apparently only a few feet apart.

Looking down the canon from the eastern entrance of the tunnel, the view is charming. The lofty precipices, the castellated summits, the distant heights, the fantastic monuments, the con-
trast of the ragged crags, and the graceful curves of the silvery streams beneath them, the dark-green pines and cedars, interspersed with groves of aspen, the latter quaking in their green, yellow and silvery foliage, that are to be seen in the gorges and crowning the heights, combine to constitute a landscape that is destined to have a world-wide notoriety, and be visited, described and painted by people from all parts of the world.

Passing through the tunnel the scenery is also very grand, but quite different from that viewed from below.

Bear Creek is four miles beyond the tunnel, and Cascade Bridge three miles further, both small stations of little interest. The bridge at Cascade over Los Pinos Creek, is 500 feet long, and 126 feet high. At the time we write, this is the “end of the track,” but the route for 141 miles west to Durango, and, in fact, to Silverton, fifty-eight miles further, is crowded with laborers and material, and it is confidently expected the road will be completed to Durango by July, 1881, and to Silverton by the close of the year. The scenery on the line beyond the present terminus, is said to be stupendous; by far exceeding in height, extent and grandeur, anything on the American continent.

To the courtesy of the Civil Engineer in charge of the construction are we indebted, and enabled to give the names of stations, places and distances, on the route westward from Cascade Bridge, as follows:

From San Antonio to Cascade Bridge, forty-one miles; Summit, fifty-one miles; Wolf Creek, sixty miles; Charma, sixty-four miles; Pagosa Springs Road, seventy-eight miles; Archuletas, eighty-six miles; Navajo River, ninety-eight miles; Mouth of Navajo River, 104, (from which it is twenty-one miles to Pagosa Springs;) Mouth of Piedras, 124 miles; Los Pines River, 148 miles; Florreda, 170 miles; Durango, 182 miles; Animas City, 185 miles; Hermosa, (Cascade Hill) 211 miles, and Silverton, 240 miles.

Here we close the tour and return to Denver.

See description of places on this route, under list of “Cities, Towns, etc.”
TOUR NUMBER EIGHT.

ATCHISON, TOPEKA & SANTA FE RAILROAD.

This, although young, is one of the giant railroad corporations of the west. With one foot at Atchison, the other at Kansas City, its march westward has been one of remarkable strides, and where the end will be is yet a problem. The company have already 1,606 miles of road in operation, and as much more in course of construction. Of completed road, 287 miles are in this State, over which we propose to make a tour. The chief office in Colorado is located at Pueblo, and is superintended by Mr. W. W. Borst, one of the most courteous, safe and reliable railroad men in the west.

Our route from Denver to Pueblo, 120 miles, is via Denver & Rio Grande Railway, as in Tour Six.

Two express trains leave Pueblo daily for Atchison and Kansas City; distance from Pueblo to Kansas City, 635 miles; to Atchison, 619 miles.

The Atlantic Express leaves Pueblo at
1:15 A.M. (on arrival of the Rio Grande trains from Denver and Leadville of preceding evening,) arriving in Atchison by 5:30 and Kansas City by 6:00 A.M. next day.

The Kansas City and Atchison Express leaves Pueblo at 2:25 P.M., (on the arrival of the Rio Grande morning trains from Denver and Leadville) arriving at Atchison by 5:20, and Kansas City by 5:35 P.M., of the next day.

The road is broad or standard gauge, the cars are first-class in every particular, and provided with all the most approved safety appliances; Pullman Sleeping and Drawing-Room cars run on all trains. The afternoon train has backed down to the Rio Grand depot, and

"All Aboard" is again the command, and the train rolls around to the Atchison depot, and then starts on its journey to the Missouri River; "to the States," we should have said twenty years ago. 0, what a change in that twenty years, in this country; there was no Pueblo City then, unless four adobe Mexican hovels could be called a city. July 2d, 1860, we first reached Pueblo, after forty-one day's continuous travel from Kansas City; now the same distance is made in less than twenty-four hours; then the plains were covered with millions of buffalo, and the hostile Kiowa lurkingly watched every movement for his advantage; then the nights were spent "on guard" and the days in traveling, watching and resting. "Wood, water and grass" were the all important requirements. The Indian and the buffalo have gone; in their stead is the white man, his cities, towns and numberless herds of cattle, sheep and other domestic animals; and the Pullman car affords comfortable repose, while the porter "stands guard"—with his blacking brush.

Such is progress; but we digress.

In the first half mile our train has crossed the Rio Grande track and Fountain Creek, and is fairly out on the sea of plains. Baxter is reached in six miles, Chico in six, and seven miles more to

Booneville, opposite the mouth of Huerfano River. This place was named for Col. Boone, ex-Indian agent; one of nature's noblemen; a descendant of the original Daniel Boone, of Kentucky. The Colonel had a ranche near the station, many years ago, and we understand he is still living, but in indigent circumstances; while, what should be ample for his support, is in the hands of a wealthy ex-Governor of Colorado; was borrowed, and now withheld, because "it's outlawed." See "Post Roads," No. 50.

From Pueblo the road has followed along on the north side of the river, but just before reaching the next station, Nepeista, eight miles, it crosses to the south side, and continues on that side 110 miles, to Juntia, where it re-crosses, and for the last time.

All along the Arkansas River bottoms the lands are very rich, and where irrigated crops of all kinds do exceedingly well; but the principal occupation of the people is stock-raising. Cattle and sheep abound, in fact, we are in the stock belt of Colorado, and the article on "Stock Raising in Tour Four," is applicable to, and covers this region for 150 miles farther east.

From Nepeista we pass a number of small stations; seven miles to Oxford; eight miles farther to Arapahoa; from which it is nine miles to Rocky Ford, and then ten miles more to

La Junta, the junction of the New Mexican line: altitude, 4,187 feet, 576 feet lower than Pueblo, which is sixty-five miles west.

Since leaving Nepiesta we have crossed a number of small streams, chief of which are Apishapa and Tapas. Twelve and fifteen miles east Horse and Coffee Creeks, come into the Arkansas from the north.

About nine miles northeast of La Junta on the opposite side of the river, is the site of Bent's Fort, once a noted trading post.

From La Junta, pronounced La Hoon-ta, it is nine miles to Robinson, and ten more to

West Las Animas—The county seat of Bent county, the most important station since leaving Pueblo, and also in the midst of the largest section of arable land, with irrigation. The stock raisers make this place a great rendezvous. Two miles east, comes in the Las Animas River, sometimes called Purgatoire, but oftener by the "Cow Boys" the "Picketwire," by many it is claimed to be the best stock range in Colorado. See Post Roads, No. 51.

Las Animas is four miles east of West Las Animas, and two miles south of Fort Lyon, which is situated on the north side of the Arkansas river. The old fort of the same name is twenty miles farther east, on the same side. Leaving Las Animas, there are few stations of interest for a long distance, and not much change in scenery. These stations, with the distances between, are: Phillips, two miles; Caddoa, nine miles; Powers, ten miles; Blackwell, eleven miles; Cañon, eight miles; Grenada, ten miles; Holley's, six miles; and four more to the State Line.

State Line—Distance from Pueblo 149 miles; from Denver, 269 miles; from Kansas City, 454 miles.

In the distance from Las Animas we have crossed Rule, Caddoa, Mud, Clay, Wolf, Granada and Two Butte Creeks, in the order named. On the opposite side, Limestone, Big Sandy and Wild Horse Creeks; have reached the Arkansas from the northern prairie.

From State Line the road runs down on the north side of the Arkansas river, 241 miles to Nickerson, and then turns to the north-east, passing through the finest portion of the State of Kansas; but as it is our special business to visit all points of interest on the line, within the State of Colorado, not out of it. We return to La Junta, and start south over the

New Mexican Line—This line, completed and in operation, December 1st, 1880, extends to San
Marcial, N. M., 450 miles southwest from La Junta.

Leaving La Junta, our train once more commences climbing the world, and in the next ninety-six miles will have attained an altitude of 7,863 feet, or 3,726 feet higher than at La Junta. The country is of the same general character; cattle, sheep and cow boys abound.

The stations and distances between, are: TRIPAS, seventeen miles; IRON SPRINGS, eleven miles; THATCHER, seventeen miles; EARLE, eighteen miles; HOEN'S, eight miles; EL MORO, (not a stopping place), four miles; and five miles further to TRINIDAD—This is the county seat and principal town in Las Animas county, on the “Picket-wire” or Las Animas river. Population, 2,226; coal, cattle and sheep are the staple productions of the country, no “hog” or “homey.” For description of this and other town, see Cities, Towns, Etc.; also Post Roads Nos. 26, 32, 53.

For a long distance before reaching Trinidad the mighty army of mountain peaks appeared to be gradually approaching on the west, with the Spanish Peaks for an advance guard. We had endeavored to pass them by keeping to the left, not seeking any difficulty, but, at Trinidad a flank movement placed as Tennyson would say, mountains to the right of us; mountains to the left of us; mountains ahead of us, with canons and small arms of all dimensions fairly echoing the screams of our artillery, as our iron horse advances to the charge.

Feeling a little cautious, well knowing the strength of our old enemy, and noticing on our left flank, Fisher’s Peak peering down from a height of 3,455 feet above us; and in front the whole army of the Raton, all new recruits, the strength of the foe confronting us was apparently overwhelming. Something must be done. Our artillery and cavalry force was doubled, and with a little more infantry, all yelling in the wildest despair; our army advanced to the charge. Our skirmish line was along the banks of the “Picket-wire,” which separated the two advance wings of the enemy, and as he presented a bold front, we were many times compelled to deploy to the right and left to gain such advantage as the nature of the ground would admit, often with our little band, facing the very canon’s mouth, on either side. It was a trying time. Our first stand was made at STARKVILLE, five miles from Trinidad.

Here the very heart of the enemy was giving forth by the labor of a thousand men vast quantities of concentrated fire and smoke, blacker than the realms of Hades. A short pause, while our little band of advancing braves filled their can-
CONDESED AUTHENTIC DESCRIPTIONS
OF
EVERY CITY, TOWN, VILLAGE, STATION POST-OFFICE, AND THE MOST IMPORTANT
MEDICINAL SPRINGS, RESORTS, PARKS, AND MINING
CAMPS IN THE STATE.

ALPHABETICALLY ARRANGED.

Acequa — A small station on the Denver &
Rio Grande Railway, seventeen miles south from
Denver, Douglas county. Post office and stock-rais-
ers. Fare, $1.15. See Tour 6.

Adelaide — Lake county, is a small mining
camp—a suburb of Leadville. See "Leadville."

Agate — Elbert county, is situated on the east
branch of Bijou Creek, on the Kansas Pacific Divi-
sion Union Pacific Railway, 69 miles east from Den-
ver. Country is a rolling prairie, occupied wholly

Agate — Pueblo county, a small town on the
St. Charles River, situated in a fine agricultural and
stock-raising county, three miles south from St.
Charles, and five miles west from Greenhorn, a sta-
tion on the Denver & Rio Grande Railway. Altitude
5,100. On "Post Road" No. 49.

Alamosa — Conejos county, is on the west
bank of the Rio Grande Del Norte, near the centre of
San Luis Park, and an important station on the
Denver & Rio Grande Railway, 250 miles south-west
from Denver. Population, 802. Altitude, 7,492 feet.
Alamosa has stores of all kinds, some of which carry
very heavy stocks of goods. Many hotels, chief of
which are the Perry, and Palmer. One Bank, and
two large forwarding houses that handle an enor-
mous amount of goods for the San Juan and Gamm-
ison mining regions.

The Independent and the Gazette are weekly newspa-
pers published here. Thomas M. Findley, Esq.,
one of the proprietors of the Independent, and
school commissioner, informs us that the schools in
Conejos county are in a flourishing condition, and
rank with the best in the State.

Stock-raising is carried on to a considerable ex-
tent by many of the citizens of Alamosa, and some
farming is done along the banks of the Rio Grande.
For Stage Lines see "Post Roads" Nos. 62, 76, 77,
and 75. For Scenery see Tour No. 7. Fare from Pu-
ebloc, $13.00; from Denver, $20.80. See "San Luis
Park."

Alder Creek — Ouray county, thirty miles
west from Ouray is a small placer mining camp, on
the creek of that name, on "Post Roads" No. 27.

Alexander — Lake county, is a small min-
ing camp, six miles north-west from Leadville, near
the Red Cliff wagon road. There is no regular es-
ablished conveyance to the town, which is reached
from Leadville.

Alpine — Chaffee county, is twelve miles west
from Nathrop, on the "Joint Track" of the South
Park Division, Union Pacific and the Denver &
Rio Grande Railways, Gunnison Extension. It
is on Chalk Creek, hemmed in on both sides by lofty
mountains. See Tour No. 5. The town consists of
a number of stores, hotels, restaurants, saloons, and
other buildings, with a population of 564. Mining is
the principal occupation of the people. Smelting
and sampling works are located here. The prin-
cipal mines being worked are: Tilden, Livingston, and
the Britenstine Group, and the Murphy mines. The
ores run from $30 to $125 per ton. Many veins
opened in 1880 are turning out to be valuable prop-
erties. Fare from Denver, $12.85. See Tours 3 and 6.

Alma — Is situated in the South Park, Park
county, at the junction of the Buckskin Creek and
the middle fork of the South Platte River. Popula-
tion, about 500, mostly engaged in quartz and
placer mining. It has one sampling works, one
weekly newspaper, the Alma Eagle, several hotels,
chief of which is the St. Nicholas and Southern. The
placer grounds are quite extensive, and several
companies are engaged in Hydraulic Mining, one of
which, it is said, "cleans up" an ounce of gold per
day, to the hand. The quartz lodes carry gold, sil-
ver, copper and lead. The principal developed
mines are: Fanny Barrett, Sweet home, Sacramento,
Security, Colorado Springs, Moose, Dolly Varden,
and Silver Gem. Then there are hundreds claiming
to be equally as rich, but undeveloped. The scen-
ery about Alma is very grand, being situated at the
foot of Mount Lincoln, altitude 14,296 feet, and
Mount Bross, on the Mosquito pass road to Leadville. Distance to Leadville, seventeen miles; to Breckenridge, twenty miles; to Fairplay, five miles. Mails and stages double daily. The Fairplay Branch of the South Park Division, Union Pacific Railway is expected to reach Alma soon. Trout and game are abundant in the vicinity. Alma is 117 miles from Denver, reached by mail and stage, daily. Fare, $10.50 by mail; 50 cents by stage, total, $11.30. 

Altona—Boulder county, is a small agricultural town on Left Hand Creek, at the base of the mountains, eight miles north from Boulder City and five miles northwest from Ni-Wot. No regular conveyance for passengers. See "Boulder."

 Animas Forks—is situated in the northern part of San Juan county, fourteen miles north from Silverton, at the forks of the Rio de las Animas. It is a wild and rugged country, where nothing but rich mines would ever induce a human being to live longer than absolutely necessary. Altitude 11,584 feet above sea level. There are two smelting and reduction works situated near the town, and many valuable mines principal of which are, the Iron Cap, Black Cross, Eclipse, Little Roy, Red Cloud, Big Giant and Columbus. The ores are galena and gray copper, silver bearing. The Little Arthur, Hubburn and Mountain Queen belong to Chicago parties and are yielding good returns.

Two miles below, in Burn's Gulch, are the Lily and Golden Eagle lodes, containing brittle silver in considerable quantities. Works are situated near the mouth of the gulch for their treatment.

Animas Forks contains two stores, hotel, a number of saloons and shops, a score of buildings, with a population, including near surroundings, of 200. Distance to Lake City twenty-two miles; fare $3. Alamosa, via Lake City, 137 miles; fare $21. To Denver, 387 miles via stage and rail; fare $41.80. Ouray, ten miles by trail. See "Post Roads" Nos. 76 and 77.

Animas City—La Plata county, is situated on the Rio de las Animas, on a high bench of the river in a very pleasant location. Altitude 6,316 feet, population 451. The Shaw House is the principal hotel; one bank, stores of all kinds, shops, restaurants and saloons comprise the town, with one weekly newspaper, the Southwest. Coal is abundant in the surrounding country as well as game. Trout can be caught in the Animas River at all points below the Grand Cañon but none above or at Silverton, forty-six miles north. For twelve miles north along the river the bottoms are from one-half to two miles in width, good agricultural land, most of which is under cultivation. Small grains and vegetables of all kinds are grown to perfection, with the one exception of corn, which does not make a good crop. Hay is also put up in great quantities and hauled to the mining camps and to Animas selling from $50 to $100 per ton. Sulphur Springs are situated six miles north, of some local repute, but the bath accommodations are not commendable.

Northwest from Animas City, in the La Plata Mountains, on the headwaters of Junction Creek and the La Plata River, are a number of lode mines of rare "prospects." Among those that have been developed are the Snowstorm, Mountain Chief, Jewel, Cumberland, Kennebec and Tippecanoe. The ores are tellurium and free gold and ruby sliver. The assays from some of these mines run $450, $65,000 and in one case $100,000 per ton. The Snowstorm, when down only twenty feet, was sold to a Philadelphia company for $250,000. At present there are a great many prospectors in the mountains in this section and new and rich discoveries are being made every few days. Smelting works and mills are being erected for the treatment of these ores, and the outlook for a prosperous mining camp is exceedingly favorable.

Animas City is two miles north of the new railroad town of Durango, on the line of the San Juan Extension of the Denver & Rio Grande Railway, 186 miles west from San Antonio, and will be reached by that road before the middle of the summer of 1881. Passengers, mail and express now reach the city from the "end of the track," which is moving westward daily, and as it advances the stage line running in connection is gradually shortened. Fares are consequently unsettled; by stage, fifteen cents per mile, and rail, eight and a half cents. Silverton, forty-six miles north, is reached by "Post Road" No. 63, fare $6.50; also with the south by "Post Road" No. 72. To Parrott City, eighteen miles west, fare $3.00.

Antelope Springs—Hinsdale county, is situated half a mile north of the Rio Grande River at the junction of the roads leading northwest to Lake City and west to Silverton, fifty-six miles west from Del Norte. It is a wayside inn and post-office, where game is abundant and the surrounding pine-clad mountains wild and rugged. Fare from Del Norte, $7.25. Distance to Lake City, thirty-five miles; fare, $7.25. To Silverton, forty-eight miles; fare $9.50. Daily coaches.

Aroya—Elbert county, is out on the broad plains, 130 miles east from Denver, on the "K. P." Division, Union Pacific Railway, and the Big Sandy River; fare, $6.35. Cattle, sheep, horses, and "cow-boys" possess the whole country. See Tour 4.

Apache—Huerfano county, is a small place, situated on the Huerfano River, near Huerfano station on the Denver & Rio Grande Railway, thirty-six miles south from Pueblo, via rail; fare $3.65. Stock-raising occupies the settlers.

Apishapa—Las Animas county, is a small station on the El Moro Branch of the Denver & Rio Grande Railway, and Apishapa River, sixty-nine miles from Pueblo, and 189 miles south from Denver. Cattle, sheep, horses and stock-raising abound. Fare from Pueblo, $6.95; from Denver, $14.75. Tour 7.
ARGO—Arapahoe county, is situated about two miles northwest from Denver, fare, 10 cents, on the line of the Colorado Division, Union Pacific Railway, on the high table lands, overlooking the surrounding country for many miles. The town is composed of workmen and their families, who are employed in the Boston & Colorado Smelting Works, situated near by. These works are very extensive, and are connected by rail track with the "C. C." The buildings, yards, tracks, etc., occupy twelve acres, surrounded by a stone wall eight feet in height, having a frontage on the railroad of 430 feet, and a depth of 500 feet, with the main entrance at the southwest corner. See Illustration, page 47.

The calcing house, the first stone building, inside is 450 x 120 feet, with a wing 91 x 34 feet; the inside walls are ten feet high, and the gable ends thirty-one feet. The office is of stone, 43 x 82 feet, two stories. The smelting house is 360 x 38 feet, containing ten large furnaces, each with a fifty-two-feet chimney. The refining house is 22 x 74 feet, with a wing 78 x 40 feet.

Outside the wall, and beyond, are located the cottages, boarding-houses, etc., of the employees, who have named their new town Argo. The present capacity of the works are 100 tons per day, employing ninety-four men. These works are under the direct supervision of Prof. Hill (Senator from Colorado) and are by many called "Prof. Hills' Works." The same company has works at Black Hawk.

ORES TREATED DURING 1880

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ARAPAHOE—Bent county, is a small station on the "K. P." Division, Union Pacific Railway, 187 miles east from Denver, on a broad prairie where cattle and sheep range the year round. Fare, $0.25. Tour 4.

ARBORVILLE—Chaffee county, is a small mining camp, five miles west from Marysville, and eighteen miles from the town of South Arkansas. Mining and stock-raising is the principal occupation of the people. Population, 150. Fare from Marysville, 50 cents. See "Marysville."

ARGENTUM—Hinsdale county. See "Brown's Park."

ARTHURS—A small side-track station, in a beautiful little valley on the South Park Division, Union Pacific Railway. At this place a large amount of hay is haled every season for shipment. Trout Creek, upon which Arthurs is situated, is properly named, and game abounds on the prairie, in the foot-hills and on the mountains, which are only a few miles away on each side. Two passenger trains each way daily. Distance, 102 miles from Denver. Fare, $0.60. Tour 5.

ARVADA—Jefferson county, is a small station on the Colorado Division Union Pacific Railway, situated on the north side of Clear Creek, seven miles northwest from Denver, and eight miles east from Golden. The town contains a scattered population of about 300, mostly engaged in farming, gardening and horticulture. All the lands are easily irrigated, and produce abundant crops. Clear Creek Valley is famous for its productivity, and has in past years been very successful in carrying off the prizes awarded by the State Agricultural Fairs. Fare from Denver, 40 cents. Tour 1.

ASPEN—Gunnison county, on the Roaring Fork River, south side, is situated near the junction of Castic, Hunter's, and Maroon Creeks, and the Uncompahgre Indian Reservation. The old town of Roaring Fork is one mile distant, on the opposite side of the river. Altitude, 7,592 feet. The valley in which Aspen and Roaring Forks are situated affords a fine stock range, but the principal occupation of this people is mining. Here is located one of the great mines of the State. The "Smuggler" is the chief attraction; yet "Smuggler" numbers one, two and three, are said to be equally rich. These mines run away up in the mountains, and are thought to be inexhaustible. Many other lode mines are in the vicinity, and, also, some valuable placer mines. Among the most prominent is the "King Placer." It is located on Roaring Forks, three miles below the city. These placers will be worked with hydraulics as soon as the necessary canals can be built and works completed.

Aspen has stores and shops of all kinds, smelting works building, schools, hotels, two saw mills, and a population of about 600.

Aspen is seventy-five miles northwest from Buena Vista; thirty miles due west from Leadville, "as the birds would fly," but fifty miles by trail. Game in the vicinity is abundant, and trout snap the bait in every stream. Fare from Buena Vista, stage, $11.25, by trail, fifty miles from Leadville—"shank's horse" or burro.

ASTOR CITY—Summit county, is a small mining camp on Eagle River, six miles north from Red Cliff. See "Red Cliff."

ASHCROFT—Gunnison county, is situated twelve miles south from Aspen, on Castle Creek, and forty-five miles west from Leadville, by trail. It is a small mining camp, and shows some rich "prospects," but no developments.

AURORA—Ouray county, some times called Dallasville, is situated just south of the line of the Ute Indian Reservation, on a branch of the Uncompahgre River, sixteen miles northwest from Ouray, and nine miles south from the Los Pinos Agency.
Balarat—A small mining camp in Boulder county, eighteen miles north from Boulder City, on Left Hand Creek, and four and one-half miles east from Jamestown. From Boulder eighteen miles; stage fare $1.25. "Post Roads" Nos. 8 and 22.

Bailey's—Park county, Platte Cañon, is a small station on the South Park Division Union Pacific Railway, fifty-four miles from Denver. Fare $4.55. Post-office, news depot, saw mills and some snug little cottages comprise the station. Wood and timber is the principal business. Two passenger trains each way daily. Tour 5.

Bakersville—Clear Creek county, a small hamlet in the timber, situated on Middle Fork of Clear Creek, and the "High Line" stage road from Georgetown to Kokomo, eight miles from the former. From this place it is ten miles to the summit of Loveland Pass; the route leading up Baker's Gulch passes several saw mills, some mines and a large growth of pine timber. The road to Grey's Peak branches off to the left just before reaching Bakersville from Georgetown. See "Grey's Peak." Georgetown, $1.50; from Denver, $3.40. "Post Road No. 13.

Baldy—Costilla county, is a station on paper—on the Denver & Rio Grande Railway, situated midway between Fort Garland and Alamosa, 118 miles from Pueblo and 238 miles from Denver on the broad San Luis Park. Fare from Pueblo, $11.80; from Denver, $19.60. Tour 7.

Barela—Las Animas county, is a small town on the Rio San Francisco, occupied chiefly by Mexican sheep-raisers; some agricultural land along the river on which vegetables are grown. It is thirteen miles east from Trinidad; fare $2. "Post Road No. 53.

Barnum's—Gunnison county, is a stage station on the Lake Fork of the Gunnison River, 135 miles west from South Arkansas and twenty miles north from Lake City. The country immediately adjoining is good grazing lands and along the river are scattered ranches where vegetables and some small grain are grown and grass gathered for hay; all of which demand good prices in the mining camps to the southward. From Barnum's the road branches off to Gunnison City, forty miles north. Ouray is seventy-six miles west. Fare to Barnum's from South Arkansas, $21; Ouray, $11.50; Gunnison City, $5; Lake City, $3. Daily coaches. "Post Roads" Nos. 76 and 20.

Bassackville—Custer county. See "Querceda."

Baxter—Pueblo county, is a small station on the Atchison, Topeka & Santa Fe Railroad, seven
miles east from Pueblo—fare forty cents—on the north side of the Arkansas River. *Tour 8.*

**Beaver Brook**—Jefferson county, is situated at the junction of a small creek, called Beaver Brook with Clear Creek, in Clear Creek Canyon, on the line of the Colorado Division Union Pacific Railway, twenty-two miles west from Denver, fare $1.50. It is a great resort in summer for pic-nic parties; the scenery is very grand and beautiful. *Tour 2.*

**Beaver Creek**—Fremont county, situated
on the Arkansas River, is a station on the Denver & Rio Grande Railway, twenty-three miles west from Pueblo; fare, $2.30. It is at the mouth of Beaver Creek, once noted for beavers and wild turkeys. Whether they are any longer to be found in that vicinity we are uninformed, but as a stock range it has no superior.

**Bear River**—Conejos county, is a small station on the river of that name, on the San Juan Extension of the Denver & Rio Grande Railway, away up in the mountains. Tall timber, beautiful scenery, pure water, good grazing for stock, and half a dozen settlers comprise the station and surroundings. Distance, thirty-nine miles from San Antonio; fare, $3.50. From Denver, 318 miles; fare, $27.20. **Tour 7.**

**Bear Creek Junction**—Arapahoe county, a station on the line of the South Park Division, Union Pacific Railway at the junction of the Morrison branch. It is near the South Platte River on Bear Creek, a small stream coming down from the mountains on the west, along which are some of the best colorized “truck farms” in Colorado. From Denver it is seven miles; fare, forty-five cents. **Tour 5.**

**Bear Canon**—Douglas county, is a ranch five miles west from Castle Rock on West Plum Creek. See “Castle Rock.”

**Belford**—Hinsdale county, is a stage station on Clear Creek, and the road from Alamosa to Lake City. It is situated in a section of country only valuable as a stock range; surrounded by mountains covered with timber and grass with some hay land along the creeks. It is ninety-one miles west from Alamosa, by daily stage, fare $12.25, and twenty-four miles southeast from Lake City, fare $3.60. “Post Road” No. 76.

**Bent Canon**—Las Animas county, is situated fifty miles southwest from West Las Animas on the Las Animas River, in the midst of the noted stock range of Southern Colorado. Reached by “Post Road” No. 51. Fare $7.00. See “West Las Animas.”

**Bennett**—Arapahoe county, a small station on the “K. P.” Division, Union Pacific Railway, is situated on Kiowa creek thirty-one miles east from Denver, fare $1.50. Population about seventy-five, all engaged in raising horses, cattle and sheep. **Tour 4.**

**Berthoud**—Laramie county, is a small station on Little Thompson Creek and the Colorado Division, Union Pacific Railway, sixty-seven miles north from Denver; fare $3.35. The surrounding country is inhabited by farmers and stock raisers, principally the former. **Tour 1.**

**Beulah**—Pueblo county, on the St. Charles River and the eastern base of the Greenhorn Mountains in a section devoted principally to agriculture and stock raising. It is twenty-three miles northwest from Pueblo. “Post Roads” Nos. 48, 16 and 49 connect. Fare from Pueblo, $3.50.

**Black Hawk**—Gilpin county. Altitude 7,975 feet. Population about 2,000, all of whom are engaged, directly or indirectly, in mining. The buildings, mills, churches, stores and residences are sandwiched in between the gulches, ravines, mines, rocks and projecting mountain crags in the most irregular manner.

Gold, in paying quantities, was first discovered in this country, at this place, by John H. Gregory, May 6th, 1859. During the summer the great rush of gold-seekers commenced in earnest, and the mountains were over-run with prospectors, every day bringing reports of rich placer diggings or quartz discoveries.

Close upon the discovery of gold, came the newspaper. The Rocky Mountain Gold Reporter and Mountain City Herald was established August 6th, 1859, by Mr. Thomas Gibson, at this time, one of Ouray’s most esteemed citizens. The Post, a weekly paper, is the only paper published here now.

Quartz mills are numerous in and around Black Hawk; the rattling of their descending stamps, night and day, speaks in thunder tones of the great wealth of this mountain country, one of the great treasure-chambers of the American Continent.

Black Hawk is situated on North Clear Creek and the Colorado Division, Union Pacific Railway, thirty-five miles west from Denver, fare $2.85. **Tour 2.** See also “Central City” and Gilpin County about mills, mines and mining statistics. “Busses” connect with trains from Black Hawk to Central City, one and a half miles; fare fifty cents.

**Blackwell**—Bent county, is a small station on the Atchison, Topeka and Santa Fe Railway, on the south side of the Arkansas River near the junction of Clay Creek. East from Pueblo 120 miles, fare $8.85. **Tour 8.**

**Blumanau**—Custer county, is situated on Grape Creek, almost in the center of Wet Mountain Valley, eight miles southwest from Rosita and the same distance west of south from Silver Cliff. The settlers are mostly agriculturists, some are stockmen and a very few miners. Distance, eight miles from Silver Cliff, by hack; fare $1. From Denver, 198 miles; fare by rail, stage and hack, $13.80. “Post Road” 58.

**Big Hill**—Jefferson county, on the line of the Colorado Division, Union Pacific Railway, Clear Creek Canon. Twenty-six miles west from Denver, fare $2. **Tour 2.**

**Bird**—Arapahoe county, according to the post office department, is a post office somewhere in the county, but we could not find it, and are of the opinion it must have taken wings.

**Bijou Basin**—El Paso county, is situated fifty miles southeast from Denver in the center of a fine stock-raising section well stocked with cattle and sheep. It is reached from Monument in twenty-five miles, fare $3.75. “Post Road” No. 36, or from River Bend, on the Kansas Pacific in thirty-five miles; fare $5, on same post road.
Bismark—Saguache county, is situated at the western base of the Sangre de Cristo Mountains in San Luis Park, eight miles south from Villa Grove and sixteen miles east from Saguache. Stock-raising and some farming occupy the time of the few settlers in the vicinity. On “Post Roads” 55 and 79. Fare to Villa Grove, $1.25; from Villa Grove to South Arkansas, twenty-eight miles, fare $4.50. To Denver, 253 miles, total fare by rail and daily stage, $17.40. Tour 7.

Bonanza—Saguache county, is situated on Kerber Creek, one mile above Sedgwick, two miles below Exchequerville, and thirty-seven miles west of south from Poncho Springs. It is a new mining camp about the same age as Sedgwick, surrounded by mines of rare richness. Population 350

Bonanza, Sedgwick and Exchequerville are all near together, and their interests are identical, so we give the names of the principal producing mines in the vicinity: Bonanza, Rolla, Superior, Cornucopia, Exchequer and Wheel of Fortune. The ores are carbonate and galena, rich in silver and lead. Mill runs are from $50 to $100.

See “Sedgwick”—Fares are the same, and only one mile apart.

Bordensville—Park county, is a postoffice and store on Tarryall Creek and the wagon road from Colorado Springs to Como, South Park. Business, stock-raising and lumbering. Surroundings beautiful; game plentiful. It is 103 miles from Denver by rail and hack, via South Park Division, Union Pacific Railway to Como, eighty-eight miles, stage fifteen miles, fare $8.85; rail, $7.35; hack, $1.50, on “Post Road” No. 20. Tour 5.

Booneville—Pueblo county, situated on the north bank of the Arkansas River, on the line of the Atchison, Topeka & Santa Fe Railroad. It is surrounded by good grazing lands, and along the river, where irrigated, good crops of small grains and vegetables are grown to perfection. The town was named for Col. Boone, a descendant of the noted Kentuckian of that name. Distance from Pueblo, east twenty miles, fare $1.10. “Post Road” No. 50. Tour 8.


Boulder City—The county seat of Boulder county, is situated at the entrance of the mountains, on Boulder River, forty-five miles northwest from Denver, with which it is connected with two lines of Railways—the Colorado Division, and the Boulder Valley branches of the Union Pacific Railway. Fare, $3.30. The Boulder & Caribou branch leads south to the Marshall Coal Bank, six miles. The city has a population of 3,176. Altitude 5,184 feet.

The chief business in which the citizens are engaged, is mining and agriculture—gold, coal and iron being the principal minerals. There are three ore sampling works, one smelting furnace, one iron furnace, two flouring mills, two banks, many large business blocks of stone and brick, one large foundry and machine shop, and numerous small manufactories.

There are many beautiful private residences, five church edifices, and several good schools, besides the State University, which is located here. Of newspapers there are four—the Herald, daily and weekly; the News and the Banner, both weeklies. The principal hotels are the American, Brainard and Sales.

Boulder Cañon, at the mouth of which the city is located, contains some magnificent scenery, and is the outlet to the valley for some of the richest mines in the State. In the western or mountainous portion of the county are located the Gold Hill, Sugar Loaf, Caribou, Pennsylvania, Snowy Range, Gold Lake, Ward, Central, and other rich mining districts, containing numerous stamp mills and reduction works, which yield a wealth of precious metals daily—all tributary to Boulder.

Boulder Cañon—pages 70 and 78—is noticeably wild and romantic, even in a country where nature has been so productive of surprising scenery. On either side rise the lofty walls, from 1,000 to 2,000 feet in height, their sides covered with verdure, save in spots where the rocks stand forth in naked boldness. Through the cañon rushes a noisy and turbulent stream, serving to enhance the attractions and break the solitude.

Through its whole extent, a distance of fifteen miles, the points of special interest vie with each other in attracting the attention of the beholder. Prominent among these are the “Falls” and the “Donne.” The former are ten miles distant from Boulder City, on the North Fork, a few hundred yards from its junction with the Middle Boulder, whence they are reached by a romantic trail along the mountain side. Eight miles up the cañon is “Eagle Rock.”

Three miles up the cañon, and nearly encircled by it, rises the “Donne,” a solitary and majestic mass of granite, five hundred feet in height. The illustration is from a photograph by W. G. Chamberlain, of Denver.

Livery teams can be had at Boulder to make a trip to the Falls, ten miles, and back, for $5.00, and will pass the greater portion of the grandest scenery.

From Boulder the “Red Rock Peaks” are south about three miles, and possess peculiar attractions. The University of Colorado has a beautiful situation upon the high grounds on the south side of Boulder River, and overlooking the city. The design of this school is to prepare teachers for the work of conducting the schools of the State, especially in the branches taught in the common schools. It is claimed that the climate at Boulder is all that could be desired; neither excessively warm in summer nor cold in winter, and seems particularly fa-
vorable to the exercise of the intellectual faculties. 

Tour 1 from Denver. "Post Road," Nos. 6, 7, 8, 9, and 10.

Bowman—Gunnison county, is a small mining hamlet on Taylor River, in the northern part of Taylor Park. It is forty-eight miles northwest from Buena Vista, and twenty-seven miles southeast from Aspen. It has two general merchandise stores, a hotel—Taylor Park Hotel—and smelting works. Population, 100. Several rich mines in the vicinity.

In Taylor's Park and surrounding country game is abundant, such as elk, deer, bear, mountain lion, grouse, quail, porcupine, beaver, otter, and an occasional antelope, as well as trout in all the streams.
Fare from Buena Vista, stage, $7.25; "Post Road" No. 65; by trail, it is forty miles to Leadville.

**Box Elder**—Arapahoe county, is a small station on the Kansas Pacific Division Union Pacific Railway, twenty-three miles east from Denver. Fare $1.10. The surroundings are rolling prairie lands well stocked with cattle and sheep. *Tour 4.* Watkins is the name of the postoffice.

**Boydsville**—Conjos county, a small station on the Denver & Rio Grande Railway—San Juan Extension—twenty-five miles west from San Antonio. It is on the side of the mountains, overlooking Los Piños Creek. It is an eating station and depot building only, with a sawmill in the vicinity, where a great amount of lumber is prepared for market. Fare from San Antonio, $2.50; from Denver, 290 miles; fare $25. *See Tour 7.*

**Breckenridge**—County seat of Summit county, received a town organization in May, 1880, and the census taken soon after gave a population of 1,628, which, at the close of the year, had nearly doubled; and is still rapidly increasing. It is situated on the Blue River, on the western slope of the "Snowy Range," eighteen miles southeast from Como, and 106 miles south of west from Denver. Principal business, placers and quartz mining. There are three smelting works and one stamp mill in the city, and others building. Breckenridge has three newspapers—the *Journal,* daily and weekly, and the *Leader,* a weekly. The Grand Central, and the Denver are the two leading hotels out of a dozen. Six churches or church organizations, seven public schools, an opera house, and theatre, telegraph and telephone. Two banks, stores, restaurants, saloons, and shops of all kinds, together with private residences, comprise the town. Two railroads are now building to reach the business of this region—the Denver & Rio Grande from Leadville, via Kokomo, and the South Park from Como, via Breckenridge Pass. It is expected both of these roads will reach the town about the same time, or by July 1st, 1881.

According to the census of Breckenridge, when taken, there were only four persons out of employment, twelve that could not read and write, and only nine disabled by disease. Twenty-five per cent. were of foreign birth, and the balance Americans. Lode mines are counted by thousands in the vicinity, and large numbers of mines are producing good milling and smelting ores—the number, too numerous to mention. The greater portion of the ores are gold, but many carry silver, lead, and copper.

As early as 1859-60 this region, for many miles around and about where the city is now located, was known as the Blue River placer diggings, and
many stories of wonderful "finds" are recorded. At that time the whole country was alive with miners. French Gulch, Georgia Gulch, Iona, Humbig, Swan, Buffalo, Illinois, and other gulches to the east and north, contained thousands of gold miners.

In 1883-4 the placers were abandoned, and supposed to have been worked out. The miners at that time knew nothing about hydraulic mining, or quartz lodes, and the old camps were deserted.

From the time of the rich mineral discoveries at Leadville, in 1878-8, dates a new era in the mining industry in Colorado. It filled the whole mountain region of the State with prospectors, and the hunt for rich quartz lodes and "deposits, commenced, and with what success, the cities of Breckenridge, Silver Cliff, Kokomo, Gunnison, and many others, stand forth as monuments; inscribed by millions in gold, silver, copper and lead, added to the wealth of the country.

As a sample of many enterprises of the kind in this section of Summit county, is the "Fuller Property," which consists of Fine square miles of selected mineral lands." This property comprises not only placer claims but fissure veins and carbonate deposits. The placer contain over 40,000,000 cubic yards of pay gravel. To convey water to these placer gulches, over fifty miles of flumes and ditches have been built; one, the "Great Flume," with its branches, is twenty-one miles in length. It is constructed of plank, contains over 2,000,000 feet of timber and cost $100,000.

Breckenridge is surrounded by great numbers of small mining camps of from fifty to 300 miners, that purchase all their supplies and spend most of their money at the county seat, which add materially to the business prosperity of the city. Game, such as deer, elk, bear and grouse, are abundant near the city; also, trout.

From Breckenridge to Lincoln City is four miles; to Swan, eight miles; to Preston, three miles; Alma, seventeen miles; Frisco, ten miles; Georgetown, forty miles; Conger, three miles; Chloride, four miles, and Kokomo, twenty miles. For further information we refer to "Breckenridge, its Early History and Present Resources," soon to be published by the proprietors of the Summit County Leader. Price fifty cents. Fares: seventeen miles from Como, by stage, $2.50; from Denver, via South Park Division, Union Pacific Railway, eighty-eight miles by rail, fare $7.35, and seventeen miles by stage, fare $2.50; total, $9.85. See "Post Roads" Nos. 13, 17, 23, and 40. To Georgetown, forty miles, fare $6; via Georgetown to Denver, ninety-two miles, by rail and stage, $10.30. Daily stages.

**Brighton**—Arapahoe county, is at the junction of Boulder Branch, on the "K. P." Division, Union Pacific Railway, twenty miles north from Denver; fare, $1.35. It is situated on the east side of the Platte River. Stock-raising is the only occupation of the settlers in the vicinity, except on the river bottom, where there are some rich and well cultivated lands. To the eastward, the prairies, to the left, the distant mountains. The view is grand. **Tour 3.**

**Bristol**—A small station on the Colorado Division, Union Pacific Railway in Larimer county, 104 miles north from Denver; fare, $5.50. The station is situated on the high, rolling prairie, above irrigating canals, and the surrounding country is occupied by sheep and some cattle. **Tour 1.**

**Brownsville**—Jefferson county, is at the junction of Turkey and Iowa creeks, surrounded by mountains covered with timber, where are located saw mills, the lumber from which finds its way to the Denver market. It is six miles southwest from Morrison—no regular conveyance. See "Morrison."

**Brookvale**—Clear Creek county, is situated on Bear Creek, ten miles southeast from Idaho Springs and twelve miles west from Morrison and twenty-eight miles, via Morrison, to Denver. This is a beautiful summer resort, and one of the finest little lakes in the world. It is the residence of W. E. Sisty, Esq., fish commissioner for the State of Colorado; and what Sisty cannot tell you about fish in this State, would add little to your education. Game of all kinds, deer, elk and mountain sheep are abundant, and some of the finest trout fishing near, that can be found in the whole mountain region.

Brookvale is twenty-eight miles from Denver, by rail and stage. Rail to Morrison, sixteen miles, $1; stage, twelve miles, fare $2. Round trip $5. In summer, stage to and From Idaho Springs; fare $1.50

**Brownsville**—Clear Creek county, is located on the Middle Fork of Clear Creek, two miles west from Silver Plume and two and a-half miles west from Georgetown. Population 250. Several stores and one mill, with the usual surroundings comprise the town. Here are located the following noted silver mines: Terrible, Silver Ore, Brown, Coin, Dun-derburg, Herculies, Bismark, Atlantic, Shively, and many others. Most of the ores go to Georgetown for treatment. The route is from Georgetown; fare, fifty cents. "Post Road" No. 13. From Denver, fifty-seven miles, by rail and coach, via Colorado Division, Union Pacific Railway; fare $4.80.

**Brown's Canon**—Chaffee county, is a small station on the Denver & Rio Grande Railway, situated on the Arkansas River, 225 miles from Denver. The river bottom is wide and covered with grass, where some hay is gathered for market. Otherwise the whole section is devoted to stock-raising. Fare from Denver, $11.65. **Tour 6.**

**Buffalo Creek**—Jefferson County,—Platte Cañon,—is a station on the South Park Division, Union Pacific Railway, forty miles from Denver. It is becoming quite a mining as well as lumbering point. Some claims were located in 1880 that the assays run over $7,000 per ton in gold. During the season, sixty-four claims were located, many of which prospect from the surface free gold, and oth-
ers, silver—galena. The Canada Jewel, Wild Flower, General Grant, and Morgan are the principal mines and prospects. Game is found in the hills, and some fine trout in the creek. Fare from Denver, $2.95. Two passenger trains daily each way. 

Tour 5.

Buena Vista—County seat of Chaffee county, is situated at the junction of Cottonwood Creek and the Arkansas River, 135 miles from Denver. The South Park Division, Union Pacific and the Denver & Rio Grande Railways both pass through the city on their route to Leadville. Population, 1,075. There are several hotels, chief of which are the Grand Park, and Lake House, with stores of all kinds, and one weekly newspaper, the Chaffee County Times, recognized as a very reliable paper on anything pertaining to mining and the country generally. There are four mining districts tributary to Buena Vista; Cottonwood, to the west; Clear Creek, northwest; Four Mile, northeast, and Free Gold, southeast. The ores are silver, gold and lead, low grade with few exceptions.

The city is surrounded by a small forest of pine and cedar trees, and the streets paved with loose boulders of all sizes, from a piece of chalk to the Rock of Ages. Six miles west, at the mouth of Cottonwood Cañon, is Cottonwood Hot Springs; connected by hack; fare $1.00 or $1.50 the “round trip.” See “Post Road” No. 64. Fare from Denver, $1.65. Tours 5 and 6.

Buckhorn—Is on the Big Thompson River, at the mouth of Buckhorn Creek, in a farming community, seven miles northwest from Loveland, and sixteen miles south from Fort Collins. No regular conveyance. Tour 1.

Buckskin Joe—Park county, is an old mining camp ten miles northwest from Fairplay, nearly deserted.

Buffalo—Weld county, is situated on the north side of the South Platte River, on the Julesburg branch of the Union Pacific Railway, sixty miles west from Julesburg and forty-five miles southwest from Sidney, and on “Post Road No. 3. Stock-raising is the only occupation of the few settlers in the vicinity.

Buffalo Springs—Postoffice and hotel, Park county, one and a half miles northwest of Platte River Station, on the South Park Division, Union Pacific Railway. Buffalo Peak just to the west. Surroundings, hay and stock ranches. Game, trout, and beautiful mountain and plane scenery. Distance from Denver, 114 miles, rail and hack, via Platte River station, rail, 113 miles, by hack one and a half miles. Fare, $3.80; rail, $3.55; hack, twenty-five cents. Tour 5.

Burrows’ Park—Some times called Argentum, Hinsdale county, is a small mining town, situated on the Lake Fork of the Gunnison River, twenty-one miles west from Lake City. The park in which the town is located is about five miles in length and half a mile in width, at an elevation of 10,700 feet. Just to the northeast is Red Cloud Peak, elevation, 14,002 feet, and on the southwest Hardy’s Peak, elevation 14,149 feet. The mines are also very rich, scores of which run from $100 to $600. The chief ones are: Undine, Napoleon and Onida. The population of the camp varies from fifty to one hundred. Assessment work occupies most of the people, as there are several hundred locations, many of which “prospect” well. One mile above the town is located Reduction Works, where the rock is separated from the mineral by jigging. Burrows’s Park is reached by “Post Road” No. 77. Fare from Lake City, $3; from Animas Forks, ten miles, fare, $1.50.

Byers—Arapahoe county, is situated on west Bijou Creek, thirty-four miles east from Denver, via Kansas Pacific Division, Union Pacific Railway. Fare, $2.10. It is a small station, with a scattered population of 100 or more, all of whom are engaged in stockraising. Country, a rolling prairie. See Tour 4.

Cactus—Pueblo county, 112 miles south from Denver, on the Denver & Rio Grande Railway, and a cactus and sage brush plateau. Some farming where water can be had for irrigation. Fare, $7.50, from Pueblo, eight miles; fare, 50 cents. Tour 6.

Caddo—Bent county, on the Arkansas River and the Atchison, Topeka & Santa Fe Railroad, 104 miles east from Pueblo, in an agricultural and pastoral section. Fare, $3.90. Tour 8.

Camp Willard—Gunnison county, is on Cochetopa Creek, fourteen miles southeast from Gunnison City, where discoveries of free gold bearing quartz were made in August, 1880, and a rush was made for the new “diggings,” which resulted in building a small town, christened as above. We know of no regular conveyance to the place, and think there has been none established.

Canyonfield—Boulder county, is a small postoffice station, on the Boulder & Valley Branch of the Union Pacific Railway, thirty-six miles west of north from Denver. Fare, $2.00. Principal occupation of the people in the vicinity is farming, stock raising and coal mining.

Canon City—County seat of Fremont county, is situated on the Arkansas River, at the very “gate of the mountains.” Altitude, 5,378 feet. Population, 1,843. It is one of the oldest settled, and situated in the midst of the grandest, most varied, and beautiful scenery in Colorado. Twelve miles to the “Royal Gorge,” and four miles to Grape Creek Cañon.

The greatest portion of the business houses and many of the private residences, are built of stone and brick. The streets are broad, and bordered with shade-trees. Water works are being constructed with a reservoir, ample for all purposes, situated 135 feet above the town. There are several hotels, principal of which is the McClure, two banks, one reduction works, a large flouring mill, extensive lumber yards, a score or more of large wholesale and retail business houses, and two weekly newspapers—the Fremont County Times, and the
Grains in a Gallon of Water.

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<td>Carbonate Soda</td>
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Temperature, 104°. 217.0

Ample bath accommodations are provided at these Springs, and a hack runs regularly between the Springs and city.

One of the sure signs of prosperity noticeable at Cañon City is there are no buildings “For Rent.”

There are many mines located not far from the city, but the principal occupations of the citizens and people in the surrounding country are connected with agricultural and stock-raising pursuits.

Cañon City is on the line of the Denver & Rio Grande Railway, between Pueblo and Leadville, and also at the junction of the Silver Cliff Branch of the Denver & Rio Grande.

Distances: From Cañon to Pueblo, forty-one miles; fare, $4.10; to Leadville, 117 miles; fare, $11.80; to Silver Cliff, thirty-one miles; fare, $3.30; to Denver, 161 miles; fare, $11.90. See “Post Roads,” Nos. 43, 44, 45 and 46; also Tour 6.

Capital City—Hinsdale County, is a small mining camp, beautifully situated on Henssen Creek, nine miles west from Lake City, on the eastern slope of the Uncompahgre Mountains; altitude, 3,480 feet; population, 100. Work has demonstrated that there are a great many rich mines and mining “prospects” near the camp, but the owners are sitting and fighting, and two smelting works are idle; all waiting for something to turn up. In a mining country, the “dog in the manger” policy, is well exemplified; the more valuable the mines and property the more certain they are to be tied up and ruined by quarreling and litigation. The “prospects” for wealth in any mining camp, were seldom brighter than in Capital City, and it is to be hoped that the clouds will clear away, and great prosperity result.

Fare from Lake City, $1.50; Post Road, No. 15; from Ouray, sixteen miles, by trail; from Animas Forks, twelve miles, fare $1.75.

Carbonateville—Summit County, is situated at the foot of Ten Mile Pass, one mile southeast from Robinson’s Camp, two miles south from Kokomo, and eighteen miles north from Leadville. It was once a “booming” camp, but with such thrifty neighbors as Robinson and Kokomo so near, the “boom” was of short duration. Just east from the town site, which now contains only a store and half

Record. Schools are of the first order, and churches are numerous and well attended. The Odd Fellows and Masons have halls, and several other secret orders are represented. The Fassett Reduction Works are situated here, working over “tailings” freighted from other reduction works in the mountains, which yield, by their process, from $70 to $150 per ton, silver.

In the vicinity of the city are a number of apple and peach orchards, which yield bountifully, and of good quality. Grapes, also, do well.

The State Penitentiary is situated just above the city; a fine large stone building, in which are incarcerated over 200 persons, supported by the State, most of whom should receive a sound thrashing, and be turned loose to earn their daily bread.

The climate of Cañon is remarkably equable, with little snow in winter, and not too hot in summer.

Half a mile west of the city, just above the Penitentiary, near the railroad track, is situated the Soda Springs, surmounted with a little rustic arbor. The waters are ice-cold, and very pleasant to the taste. On the opposite side of the river, about one mile from the city, at the mouth of Grape Creek, are located the Hot Springs, which, of late years, have become quite celebrated. These waters are said to possess all the curative properties required in all cases of chronic, cutaneous and blood diseases, and being located in so charming a climate as this locality affords, should alone make them famous.

The following is an analysis of one gallon of water as given by Prof. Low, of the Wheeler Exploring Expedition:
a dozen buildings, is the once famous McNulty Gulch. In 1860-2 this gulch was a noted placer mining camp and yielded a large amount of gold. On Carbonate Hill, back of the town, are located several carbonate true fissure veins, but of low grade.

Carbonateville, Robinson (or Ten Mile) and Kokomo, are all situated on Ten Mile Creek, with Sheep Mountains on the west and Fletcher, Pacific, and Bartlett Peaks on the east; close beyond is located Brockenridge, on the Blue River, twelve miles distant by saddle trail; by wagon road, via Frisco, twenty-three miles. Fare from Leadville, via Denver & Rio Grande, $1.25; distance, via stage from Georgetown, forty-two miles, fare, 50c; from Denver, by Colorado Division, Union Pacific Railway and “High Line” stage, ninety-four miles; total fare, $10.30. Tour 6.

Carnero—Saguache county, is in the San Luis Park, on the stage road between Saguache and Del Norte, on Carnero Creek, and consists of a ranch and Postoffice. The waters of the creek are used for irrigating a few hundred acres of land where good wheat and vegetables are grown; otherwise, stock raising is the occupation of the people. It is fourteen miles northeast from Del Norte; fare, $2.10; from Saguache, seventeen miles, southwest; fare, $2.50. “Post Roads” Nos. 76 and 79.

Carlisle Springs—Pueblo county, a small station of the Denver & Rio Grande Railway, on the Arkansas River, twenty miles west from Pueblo; fare, $2.65. Near, is located a spring of mineral water, from which the station derives its name. The surrounding country is occupied by cattle and sheep raisers.

Caribou — Boulder county, is situated to the west of Nederland four miles, away up in the mountains, where, if you go there, you will have to return by the same road you went. Altitude, 9,900 feet. Surrounded by snow peaks and timber ridges. It is strictly a mining camp, the principal one in the county; has a stamp mill and one concentrating works. Population, about 300. The Caribou, Native Silver, Seven-thirty, and Blue Bird, are the principal mines working. The town is twenty-two miles west from Boulder, by stage “Post Road” No. 10, and twenty-one miles from Central City, by stage “Post Road” No. 11. From Denver, sixty miles; fare, by rail and stage, $7.85; by rail $3.10, stage $4.75.

Carr—Weld county, is a small station on the “D. P.” Division, Union Pacific Railway, on the high prairie between Cache la Poudre River and Cheyenne; eighty-six miles north from Denver and twenty miles south from Cheyenne. Sheep and cattle possess the country, with an occasional antelope, and coyote wolves. Fare from Denver, 80c. Tour 3.

Castle Rock—County seat of Douglas county, is situated on East Plum Creek and the Denver & Rio Grande Railway, thirty-two miles south from Denver; fare, $2.15. Population, about 250. The Owen's House is the principal hotel, and the “Independent” and “Journal,” both weekly papers, are published here. Extensive stone quarries of volcanic rock are near the town, which supply the greater portion of what is used for rough work for the Union Depot and other buildings in Denver. Stock-raising is also an important feature at this place. Tour 6; also, “Post Roads” Nos. 33 and 34.

It is claimed that there are rich carbonates near the town, but no developments have been made up to this time, Dec., 1889.

Castle Forks—Gunnison county, is fourteen miles north from Bowman; a new and thriving mining camp of about 200; receives its mail from Bowman. It is in the Castle Fork mining district. The Eva Bell, is one of the principal mines among some hundreds. See "Bowman."

Cascade—La Plata county, is a lone house post office and stage station, on the summit of
Cascade Hill—twenty-two miles south of Silvertown, twenty-four miles north from Animas City and fifteen miles east from Rico. The scenery of the locality is very wild and in some places, exceedingly beautiful. It is two miles above the zig-zag road on the mountain over looking the grand canyon of the Rio de las Animas, one of the most wonderful gorges in Colorado. The river at this point has been crowded into a narrow space and the valley completely out, beside which rise the vertical canyon wall, in places, 3,000 feet; their summits covered with a forest of spruce, pine, and cedar trees, and the rock crevices and recesses with vines, ferns, mosses and countless flowers. The caynon is about twelve miles in length, five of which are apparently impassable for a humming bird; yet, when we were along that way in October, 1880, that wonderful little big railroad company, which has been so successful in climbing the mountains and seeking out the most inaccessible places in Colorado, has found this one, and filled it with its hardy demons, who were tearing their way through, with a noise from their blasts and a smell from the burning sulphur, tending strongly to the inferno. Through this caynon the Denver & Rio Grande Railway will reach Silvertown before the close of 1882, and, may be before no "fella" can find out. It will, if it wants to.

The wagon road from Silvertown follows down the Animas River a rugged distance of twenty miles and then swings around to the west and south over Cascade Hill to this station, and thence southward to Animas City. Just south of the station the first of the "Cliff Lakes" is reached. They consist of a chain of five clear and lovely sheets of water, varying in length from a few rods to half a mile, and in width from fifty to 300 yards. The road passes along their eastern shore through tall timber, while beyond their western banks rise huge mountain cliffs reflected below, the surfaces frequented by waterfowl. These lakes are devoid of fish, are shallow with marshy surroundings, where rank, wild grasses grow in great profusion among the willows, reeds and aspens.

On our visit to these lakes we were surprised to see a whole family, big and little, wading around the lakes cutting the grass by the handful with common table knives. When we settled our bill at the station we paid five cents per pound for the same kind of hay. This family had gathered about six tons and said they should secure at least four more; which, at five cents, $2,000, will pay for a few week's work. It would be a "big thing" for a Mormon family; one of ordinary size could make $20,000 a year. By this we are reminded to say, we found throughout the whole of the San Juan and Gunnison country that hay was in great demand, selling from $100 to $300 per ton, and every foot of hay producing land was claimed and guarded with great care. Cascade is on "Post Roads" Nos. 61 and 68.

Catlin.—Bent county, is on the south side of the Arkansas River, on the line of the Atchison, Topeka & Santa Fe Railway, twenty miles west from La Junta, and forty-four miles east from Pueblo. Some fine farms along the river where irrigated, but the principal occupation of the few settlers is stock raising. Fare from Pueblo, $2.50. Tour 8.

Catskill—Grand county, is a small hamlet on the north fork of the Grand River, Baker's Gulch, six miles north from Grand Lake, and five miles south from Lulu. See "Grand Lake."

Cedar Point—Elbert county, seventy-eight miles east from Denver, on the Kansas Pacific Division, Union Pacific Railway; altitude 5,730 feet. It is situated on the divide, between the waters that flow north and south to the Platte and Arkansas Rivers. Stock raising wholly. Fare, $3.75. Tour 4.

Centerville—Chaffee county, population 166, is on Gas Creek, a few miles west of the Arkansas River, where are some good agricultural lands when irrigated, but more good grass lands, upon which range cattle and sheep. It is two miles south from Nathrop, and fifteen miles north from South Arkansas; from Denver, 233 miles; fare, $11.65.

Central City—is the county seat of Gilpin county; altitude, 8,518 feet; being 540 feet higher than Black Hawk. The city has a permanent population of 2,626, and like the people of Black Hawk, two miles distant, are all connected with the mining industry, more or less. The Register, a daily and weekly newspaper, enlightens the citizens on the news of the day, while the Teller and Granite hotels provide accommodations for the traveling public. Central has two banks, many quartz mills, numerous churches and schools, opera house, and some fine private residences. The latter are scattered around about the hills, rocks, stumps and prospect holes, in the most irregular order.

Gilpin County—Of which Central is the commercial center, is the oldest, and perhaps the best developed mining portion of the State of Colorado. Population, 6,487. The veins are all true fissures, and there are many shafts down to the depth of 700 to 1,200 feet. The people are generally prosperous; some rich, and the money has been made here. The froth, scum, and driftwood of civilization incidental to mining camps, has long since floated away to "new diggings," leaving a substantial class of citizens, any one of whom will tell you, with the greatest confidence, "Gilpin county is good enough for me."

Ores.—The character of the gold ores are free milling, white quartz and surface dirt. Smelting material, ore galenous, containing copper pyrites and white iron, in some instances a black oxide of copper. Silver ores, galenous, with gray copper and sulphurates, the latter invariably being rich. This is a great characteristic of the "Bozus" mine.

Development—Nevada District. The principal mines are: California, depth of main shaft, 1,065 feet, output of ore daily, fifty tons, producing monthly, $12,000 in mill gold; Kent County, shaft
740 feet deep, daily output of ore thirty tons, smelting and milling; Monmouth-Kansas, depth of shaft, 1,140 feet, producing forty tons of ore daily; Hidden Treasure, depth of shaft 1,040 feet, output fifty tons daily; La Crosse-Burroughs, depth of shaft 500 feet, output of ore twenty-five tons daily; Mackey-Burroughs, depth of shaft 450 feet, daily output, thirty tons; Jones Mine, depth of shaft 500 feet, daily output of ore twenty tons; The American Flag, depth of shaft 400 feet, output, twenty-five tons daily; English-Kansas, depth of shaft 500 feet, daily output twenty tons; Ralls County, shaft 400 feet deep, daily output ten tons, and the Forks Lode, 700 feet deep, output ten tons daily.

**RUSSELL DISTRICT.**—Leavenworth, Ayres, Taylor property, 650 feet in length, depth of shaft 320 feet, output, twenty-five tons daily; Wyndotte, 400 feet in depth, output, ten tons daily, while developing new grounds; Pebawick, depth of shaft 400 feet, output twenty tons daily, while sinking; Iron Mine, depth of shaft 240 feet, output fifteen tons daily; Hazelhine, depth of shaft 300 feet, output ten tons daily; War Dance, 200 feet deep, output eight tons daily; Silver Dollar, 140 feet deep, output five tons daily while developing; Topeka, main shaft 250 feet deep, output fifteen tons daily; Perrin, 180 feet depth of shaft, daily output five tons; and the Lillian, 300 feet in depth, output ten tons daily.

**LAKE DISTRICT.**—The principal mine is the Williams property, depth of shaft 500 feet, output twenty tons daily.

**GREGORY DISTRICT.**—Gregory Lode, two shafts down respectively 940 and 700 feet, daily output of ore fifty tons; Gregory East, shaft 800 feet in depth, output of ore forty tons daily.

**ENTERPRISE DISTRICT.**—Consolidated Bobtail, worked through Bobtail tunnel, 500 feet below tunnel level, total below surface 1,000 feet, output of ore 125 tons daily, employing 125 stamps, the largest in the State; East Bobtail, depth of shaft 800 feet, output twenty-five tons daily while exploring new grounds, the mine and smelting ore rich in gold; The Hope, depth of shaft 100 feet, output five tons daily; The Gunnell, on Gunnell Hill, in limits of Central, 840 feet deep, output fifty tons daily. In the Silver District the Hardmoney, Toronto, Cyclops, Fanny and Boss lodes have a daily output of ore averaging fifty tons. There are many other lodes being worked whose daily output will run from four to ten tons.

**CONCENTRATION OF ORES.**—Humphrey’s Concentration Works, at Black Hawk, is the only enterprise of the kind in the country. It has a capacity of sixty tons per day. The Hazelhine Company in Russell, are erecting works of this character, which are to have a capacity of thirty tons per day. Just below the Hazelhine, the Hankaw Company has a ten-stamp mill, with a patent amalgamating process, but it has not yet succeeded in the treatment of the refractory ores of the county.

**STAMPS.**—There are twenty mills now in operation in Gilpin county, aggregating 819 stamps, and several more nearly completed, that will make eighty more. Besides these, the Hidden Treasure Company are erecting a fifty stamp mill in the upper part of Black Hawk, and near by the Midas Company are erecting a forty stamp mill, and the Great Republic Company are erecting a fifty stamp mill in Russell. When these mills are completed, as they will be early in the spring of 1881, the total number of stamps in operation, night and day, in Gilpin county will be 1,039, distributed among twenty-five mills.

We give below the amount of gold and silver taken from the mines in Gilpin county, since 1871, previous to which time there is no authentic record:

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1872</td>
<td>$1,389,289</td>
</tr>
<tr>
<td>1873</td>
<td>1,530,009</td>
</tr>
<tr>
<td>1874</td>
<td>1,631,863</td>
</tr>
<tr>
<td>1875</td>
<td>1,763,385</td>
</tr>
<tr>
<td>1876</td>
<td>2,240,000</td>
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<tr>
<td>1877</td>
<td>2,203,087</td>
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<tr>
<td>1878</td>
<td>2,257,000</td>
</tr>
<tr>
<td>1879</td>
<td>2,431,291</td>
</tr>
<tr>
<td>1880</td>
<td>2,680,090</td>
</tr>
</tbody>
</table>

Nine years: $18,126,564

Most of the "tailings" from the mills in Gilpin county are shipped to the furnaces at Argo and Pueblo, and sold for, from $7 to $20 per ton.

**PLACER MINES.**—Nearly all the placer mines in Gilpin county, that were once very productive and entered into the statistics of the county, are now in the hands of eleven Chinese companies, under the direction of Messrs. An Poy and Yong Bong. Central City is at the terminus of the Colorado Division, Union Pacific Railway, thirty-nine miles west from Denver, seven miles north from Idaho Springs, twenty-one miles northeast from Georgetown, one mile from Nevada, and thirteen miles south from Rollinsville, and twenty-three miles west from Golden. Fares: Denver, by rail, $3.40; Idaho Springs, daily stage, seven miles, $1.00; "Post Road" No. 11; Rollinsville, thirteen miles, $2.00; Nederland, seventeen miles; fare, $2.50. Caribou, twenty-one miles; fare, $4.75. "Busses" from depot, fifty cents. **Tour 2.**

**Chambers**—Larimer county, is a new post office on the South Fork of the Cache la Poudre River, surrounded by mountains, where are some good mineral "prospects." It is twenty miles southwest from Elkhorn and forty-five miles north of west from Fort Collins. Has no established line of communications.

**Chaffee**—Chaffee county, both named for Senator Chaffee, is situated two miles southwest from Garfield, at the eastern foot of Monarch Pass, surrounded by high mountains. The place was once called Monarch. It is, like its namesake, very pretentious; again like him, with ample wealth in mines to its back. Its principal mines are the Monarch and Smith & Grey.

Near this place, game of all kinds abounds. Distance, nine miles from Marysville, by hack; fare, $1.00. See "Marysville" for further fares.
Cheyenne Wells—Is in Bent county, on the line of the Kansas Pacific Division, Union Pacific Railway, 176 miles east from Denver; fare, $8.80. The country is wholly occupied by stockraisers, cattle, sheep, etc. Tour 4.

Cherry Creek—Arapahoe county, is a small postoffice on Cherry Creek, thirteen miles southeast from Denver, on “Post Road” No. 32. Fare, $2.00.

Chloride—Summit county, is a small mining camp on Blue River, at the mouth of Spruce Creek. It was a placer mining camp in 1866-7, and some work has been done there every year since. Recently, several rich fissure mines have been discovered there, and good carbonate prospects. It is four miles south from Breckenridge. No regular conveyance. See distance and fares to “Breckenridge.”

Chicosa—Las Animas county, on Chicosa Creek and the El Moro branch of the Denver & Rio Grande Railway, on a rolling prairie where the only productions are cattle, sheep, etc. It is seventy-eight miles from Pueblo and 189 miles to Denver. Fare from Pueblo, $7.90; from Denver, $15.75. Tour 7.

Chico—Pueblo county, on the Arkansas River, is a small station on the line of the Atchison, Topeka & Santa Fe Railroad, fourteen miles east from Pueblo; fare, seventy-five cents. Tour 8.

Chimney Gulch—Jefferson county, a small station on the Colorado Division, Union Pacific Railway, in Clear Creek Cañon, three miles west from Golden. Trains seldom stop. Distance from Denver, eighteen miles; fare, $1.10. Tour 2.

Chihuahua—Summit county, situated on Middle Snake River one and a half miles west from Decatur, and three miles north from Montezuma. Like Decatur, it is a mining camp, surrounded by high mountains and in the tall timber. Population about 200. Several stores, one sawmill and one reduction works comprise the town. The ores are silver, gold, copper and lead, and run from $60 to $7,000 per ton. The principal working mines are, Peru-vian, Grey Eagle, Silver King, Medina, Mammoth, Orphan Boy, Eliza Jane, and the Little Lee Properties. Besides these, there are hundreds of lodes, that assay equally rich, that are not developed to any extent. Hotels are Chihuahua and Snively. New buildings are going up on all sides, and every appearance indicates a prospering community.


Chochetope—Saguache county, is in the western portion of the county, on Los Pinos Creek. Altitude, 9,088 feet. It is the location of the old Ute Indian Agency, forty miles west from Saguache, twenty-five miles south from Gunnison City, and forty miles by road to Lake City. Fare from Saguache, $6.00. “Post Road” No. 76 and 79.

Church's—Is a small station on the Colorado Division, Union Pacific Railway, in Jefferson county, on Dry Creek, twenty-nine miles northwest from Denver; fare, $1.40. It is wholly a farming and stock-raising community. It is in a region where irrigation was first resorted to in Colorado, for which purpose ditches take the water from Ralston and Clear creeks. Tour 1.

Cleora — Chaffee county, fifty-four miles west from Cañon City, and two miles south from South Arkansas, on the Denver & Rio Grande Railway. This was once a place of “great expectations,” but now is almost deserted. Distance to Cañon City, fifty-four miles; fare $5.40; from South Arkansas, two miles, fare twenty cents; from Denver, 215 miles; fare, $17.30. Tour 6.

Clinton—Custer county, is situated on the stage road between Cañon City and Silver Cliff. The place has a postoffice, stage station, saw mill, and one store. Distant, twenty miles south from Cañon City, by stage; fare, $2.50, and nine miles northeast from Silver Cliff; fare, $1.50. From Den-
ver, 180 miles; fare, by rail and stage, $14.40. "Post Roads" Nos. 45 and 46.

Clear Lake—See "Green Lake" and Georgetown.

Cloud City—Gunnison county, is a small mining camp, six miles northeast from Irwin, reached by trail. See "Irwin."

Coal Junction—Fremont county, is on the Denver & Rio Grande Railway, at the junction of the Coal Creek Branch, thirty-three miles west from Pueblo, and eight miles east from Cañon City. Extensive coal mines are located south, at Coal Creek, three miles, that are practically inexhaustible. Fare from Pueblo, $3.30; and from Cañon City, eight miles, fare, eighty cents; Denver, 153 miles, fare, $11.10. "Tour 6.

Coal Creek—Situated on the creek of that name, in Fremont county, thirty-five miles west from Pueblo, and ten miles southeast from Cañon City. Here are located the most extensive coal mines in the State; reached by the Denver & Rio Grande, and the Atchison, Topeka & Santa Fe Railways. Fare from Pueblo, $3.50; from Cañon City, ten miles, fare $1; from Denver, 155 miles, fare, $11.30. Tour 6.

Cockrell—Conejos county, is a small hamlet on the Rio Alamosa, twenty-five miles south of west from Alamosa, in a section of country devoted principally to sheep and cattle raising. There is no established conveyance. See "Alamosa," for the fares.

Colorado Springs—County seat of El Paso county, on the Denver & Rio Grande Railway, seventy-five miles south from Denver, and forty-five miles north from Pueblo; population, 4,274. This city was laid out in July, 1871, and settled by the Fountain Colony. It is situated on a high, broad plateau, to the east of, and about one-half mile above the junction of Monument Creek from the north, with the Fountain Qui Buille, from the west.

The citizens have erected some fine buildings, which include a college, churches, banks, schools, hotels, and many private residences. The streets are 100 feet broad, and the avenues 150 in width, with sidewalks twelve feet wide. Along the avenues rows of trees have been set out near the sidewalks, and little streams of water are rippling along beside them, from the large canals built by the citizens for irrigating pur-
poses. Colorado Springs, like Greeley, is a temperance town, so organized that parties purchasing lots, forfeit their purchase if they sell liquor on the premises, and unless you can procure a physician's prescription, or know how to "stand in" with the druggists, not a drop of liquor can be obtained; but then, the Manitou Springs are only five miles away, and the waters are to be had at the hotels, where it is brought fresh every day, for the accommodation of the guests. The waters exhilarate, but do not intoxicate. There are several hotels in the city, but there is little choice between them. The National and the Springs, are the best known. The Gazette, a spicy daily, and the Mountaineer, a weekly, are newspapers published here.

The principal mercantile business of the city is with the mining region of the South Park via the Ute Pass wagon-road, which leaves the city for the west, and proceeds up Fountain Creek and over the mountains to the north and west of Pike's Peak. See Illustration, page 87.

The scenery viewed from Colorado Springs is exceedingly grand. To the west "Pike's Peak" rises full in view, from base to summit; altitude, 14,385 feet, or 5,308 feet higher than the city. In the vicinity are some of the most delightful drives and rambles: Manitou, five miles; Garden of the Gods, three and one-half miles; Cheyenne Cañon, five miles; Summit of "Pike's Peak," fifteen miles, etc., etc. With first-class hotel accommodations, this city would soon be one of the most attractive of summer resorts in America. Here now, is an opportunity for an enterprising, live, hotel man to make a fortune. Colorado Springs is the junction of the Manitou Branch of the Rio Grande Railway. Distance, seventy-five miles from Denver; fare, $4.90; from Pueblo, forty-five miles; fare, $2.50; from Manitou, five miles; fare, twenty-five cents. See "Post Roads," Nos. 37 and 43. Distance from Cauñon City, by stage, along the side of the mountains via Beaver Creek, forty-five miles; fare $3, or $5 the "round trip." Tour 6.

Colorado City—El Paso county, is situated on Fountain Qui Buollo Creek, and the Manitou Branch of the Denver & Rio Grande Railway, between Colorado Springs and Manitou, seventy-eight miles south from Denver; fare, $3.00. It is on a high plateau, directly facing Pike's Peak, and promised, at one time in its history, to make a city of some importance. It was the first settlement in the "Pike's Peak gold region" in 1859, was once the Capital of the Territory, with a population of several hundred, but now, perhaps, 100, most of whom are engaged in agricultural pursuits and stock-raising. Tour 6.

Como—Park county, population 500, situated on the South Park Division, Union Pacific Railway, eighty-eight miles from Denver. It is an eating station and the junction of the Breckenridge Branch, now building, which makes the town a lively one. Extensive coal mines are located near the town; also some rich quartz mines a few miles to the westward. The coal vein is from seven to ten feet in thickness, of good coking quality, owned by the Railroad Company, who use large quantities of it, and ship much more. Como is reached by daily trains; fare, $7.35. See "Post Roads" Nos. 20 and 41. Tour 5.

Conger—Summit county, is a small mining and lumbering camp, situated on the stage road between Como and Breckenridge, four miles south-east of the latter, in a forest of the finest timber. A large saw mill, store, post office and a score or more of other buildings, comprise the camp. Some placer mining in the vicinity, and many very valuable lode mines, which carry ruby and brittle silver, silver glance, copper, and black sulphures. Assays run from $200, all along up to $22,000 to the ton. Several of the officials of the old Hannibal & St. Joseph Railroad are interested in the mines in this locality, as well as that old pioneer, Wm. N. Byers, postmaster of Denver, and Major Hill, of the post-office department.

This camp is in the midst of the finest game range in the State, where deer, bear, elk and mountain sheep are numerous, and an occasional mountain lion and grizzly. Conger is thirteen miles from Como; fare, $3; from Breckenridge, fare, fifty cents. Distance from Denver, via South Park Division, Union Pacific Railway, and daily coach, 102 miles; total fare, $9.35.

Conejos—County seat of Conejos county, is situated on the broad plains of San Luis Park, on the Conejos River, in the richest section of Southern Colorado; population, 600. It is an old Spanish-Mexican town, built mostly of adobe, or sun-dried brick, and is about fifteen miles west from the Rio Grande del Norte, one mile north from San Antonio, and twenty-eight miles southwest from Alamosa. The citizens are about equally divided in stock-raising and farming, and some fine crops are grown in the vicinity. The buildings surround a "plaza," in true Mexican style, many of which look neat and comfortable. Hackes run hourly between the city and San Antonio, the railroad station; fare, twenty-five cents; from Denver, 280 miles, fares, rail and hack, $30.05. Tour No 7. See "Post Roads" Nos. 21 and 73.

Cornwall—Rio Grande county, is a small mining camp, twenty miles south from Del Norte, and forty-two miles west from Alamosa, on Alamosa Creek, at an altitude of 9,143 feet. It is on the old government wagon road, from Fort Garland to Pagosa Springs. This road has long been abandoned, out of repair, and impassable for wagons beyond the town, to the westward. The mails are transported on a bronco, stranded by a "fifteenth amendment."

Cottonwood Springs—Chaffee county, post office and hotel—Summer House. It is situated at the mouth of Cottonwood Cañon, on Cottonwood Creek, six miles west of Buena Vista, with which it
is connected by hack; fare, $1.00, or $1.50 "round trip." Altitude of Springs, 8,000 feet; temperature, from 132° to 150°. Analysis could not be obtained. These waters are recommended for rheumatism and kindred diseases, and are said to possess remarkable medicinal qualities. Cottonwood Lake is twelve miles west. Distance from Denver, 141 miles—135 miles by rail, and six miles by hack. Rail fare, $11.65; hack, $1.00; to Leadville, forty-three miles; fare, $4.50. Tours 5 and 6.

Cottonwood—Gilpin county, a small station on the Colorado Division, Union Pacific Railway, on North Clear Creek, thirty miles west from Denver. Fare, $2.05. Tours 1 and 2.

Cottonwood Lake—Chaffee county, is twelve miles west from Buena Vista, in Cottonwood Cañon, a little south of the wagon road over Cottonwood Pass. It is a fine body of water, full of nice trout, supplied with boats and fair hotel accommodations. The mountains are stocked with game, such as deer, elk, bear, grouse, and an occasional grizzly. The scenery at the lake, and surrounding country is very grand. Distance from Denver, 147 miles by rail; fare, $11.65; to Buena Vista, twelve miles, by hack, uncertain; fare, $1.50.

Cotopaxi—Fremont county, a small post-office town of 200 people, is situated on the Arkansas River, and the Denver & Rio Grand Railway, thirty-five miles west from Cañon City, at the mouth of Carroll Creek. The principal business of the settlers is mining, lumbering and stock-raising. The principal mines are Cotopaxi, and Lynn Company's mines. The ores are galena, zinc, grey copper and copper glance. Hunting and fishing is very good in this vicinity. Fare from Cañon City, $4.15. Tour 6.

Cotton Creek—Saguache county, is situated on the creek of that name in San Luis Park, at the western base of the Sangre de Christo Mountains, sixteen miles east from Saguache, two miles south from Bismarck, ten miles south from Villa Grove. It is a stock-raising section of country, principally; some farming along the creek, where water can be had for irrigation. Fare to Villa Grove, $1.50; South Arkansas, thirty miles, $4.80; Denver, via rail and stage, 255 miles, total fare, $17.80. "Post Roads" Nos. 56 and 79.

Creswell—Jefferson county, is situated six miles south from Beaver Brook, a station on the Colorado Division of the Union Pacific Railway. It is in the midst of a beautiful little park, surrounded by the finest timber in Colorado, and where the hunters can find an abundance of game. Several saw mills in the vicinity, and fine prospects for good mines of silver and copper. It is a beautiful place to rest awhile in the summer, and by one writer is called "a very Garden of Eden." There is no regular conveyance. Mails are taken in by saddle-animals. Fare to Beaver Brook from Denver, $1.55. Tour 2.

Crested Butte—Gunnison county, altitude 8,780 feet, is a small mining camp where are located one sampling works, three stores, the Forest Queen Hotel, and a score of saloons, restaurants and shops; population, about 200. Placer mines are worked near the town, on Slate and Coal Creeks, at the junction of which the town is located. Some placer mining is done along Slate Creek, and a number of lode mines are in the vicinity; but very little work has been done in developing them, further than the necessary assessment work to perfect the titles. Rich "prospects" are said to be found on all sides. Some good coal mines are situated just above the town, but as the demand is limited, they are only worked sufficiently to supply home consumption.

The town was named for Crested Butte Peak, half-mile to the eastward, which derived its name from the peculiar crested appearance which it presents. The Peak is 12,052 feet above sea level, and 3,302 feet above the city. It is nearly round, sloping on the north side, and nearly perpendicular on the others, with huge ravines and gulches on all sides, between which, around the summit, rise spires, castellated rocks, domes, and pinacles in numberless forms and colorings, which, with pines, cedars, aspens, creeping vines, shrubs and countless flowers of every hue and shade, above, below, and on all sides, present a scene of beauty and grandeur that no pen can portray, or mind conceive.

Once upon the summit of Crested Butte, the view of the surrounding country is very extended, presenting a vast wilderness of mountains, valleys, rocks, forests, grassy plateaus, yarning cañons and distant snow-clad peaks, bewildering, awe inspiring, beyond description.

The town of Crested Butte is distant from Jack's Cabin, twelve miles; Gothic, by trail, seven miles; by wagon road, twenty miles; Haverly, seven miles; Gunnison City, thirty-six miles; Buena Vista, sixty-seven miles, by wagon road; by stage route, via Gunnison City, 133 miles. Fare from Gunnison City, $3.00. See fares to Gunnison City. "Post Roads" Nos. 64, 65 and 79.

Crisman—Boulder county, is west from Boulder City six miles, on Four Mile Creek. It consists of post office, store, one concentrating mill, and scores of mines, tunnels, and "prospects" in every direction. From Boulder City, by stage, fare seventy-five cents. See "Post Roads" No. 8.

Crookville—Gunnison county, is on Tomichi Creek, and the Marshall Pass Road, forty-three miles west from South Arkansas, and twenty-four miles east from Gunnison City. Stock-raising is the principal pursuit of the fifty or more people in the vicinity. Fare from South Arkansas, coach, $6.50; from Denver, 260 miles, via Denver & Rio Grande Railway, and stage, total, $18.15. "Post Roads" No. 79.

Crossons—Jefferson county, Platte Cañon. This is now an important station on the South Park Division, Union Pacific Railway, forty-eight miles from Denver; fare, $3.75. Here are located the Saxonia Works. They are neither smelters nor crushers. The establishment is a lead bullion re-
finery, by the oxidation or Patterson process, as known in Europe. They are the only works of the kind in this country. They are capable of treating 200 tons of lead bullion per day, employing about twenty-six men, and consuming forty tons of coal every twenty-four hours.

Several mines are being worked in the vicinity, which yield from $50 to $100 per ton, among which are the Uncle Robert, Good Friday, Uncle Joseph, Rebellions, and several others. The ores run principally in gold. Some are rich in galena. There are a great many rich “prospects” in the neighborhood, but no developments beyond assessment work.

The scenery in the vicinity of Crossons is very grand, and to the northward game, such as deer, elk and bear, tempt the hunter.

This place is destined, from present prospects, to be a very important mining town. Tour 5.

Cucharas—(Pronounced Q-charr-us,) Huerfano county, situated on a high, rolling prairie, on the Denver & Rio Grande Railway, at the junction of the El Moro Branch, forty-nine miles south of Pueblo, and 169 miles from Denver. Stock-raising is the only occupation of the settlers in the surrounding country. Fare from Pueblo, $4.95; from Denver, 169 miles, fare, $12.75. Tour 7.

Current Creek—Post office, on Current Creek, Fremont county, twelve miles from Cañon City, on the wagon road to South Park. Cattle-ranches, interesting scenery, game, trout, etc. Distance from Denver, via Cañon City, 173 miles, by rail and stage; via Denver & Rio Grande Railway, to Cañon City, 161 miles, stage twelve miles; fare, $13.40; rail, $11.50; stage, $1.50. See “Post Roads” No. 44.

Current Creek—Or Parkville, Fremont county, is a small station on the Denver & Rio Grande Railway, situated at the mouth of Current Creek, at its junction with the Arkansas River. It is ten miles west from Cañon City, fare, $1.00; and 171 miles from Denver, fare, $13.50. Tour 6.

Davidson—Boulder county, is a small station on South Boulder River, and the Colorado Division, Union Pacific Railway, forty-one miles northwest from Denver; fare, $2.10. Coal mines are worked on the river above, but the chief occupation of the people is farming. Tour 1.

Dean—Douglas county, consists of a post office and summer hotel; dead in the winter, but quite lively in the summer. It is in Platte Cañon, on the line of the South Park Division, Union Pacific Railway, twenty-six miles from Denver. In the summer, parties run out to this place from Denver, to spend the day rambling over the hills, inspecting the wonders of the cañon, etc., and return by evening train. Only a short distance from the hotel is a fine mineral spring, but we could hear of no analysis of the waters. Fare from Denver, $1.00. The scenery of the cañon and mountains is very grand. Tour 5.

Decatur—Summit county, is situated on the head of Snake River, just at the foot of Argentine Pass, on the western slope. The “Pass” is 13,385 feet above sea level, over which a road leads to Georgetown, distance fourteen miles; another route is down Snake River, and over Loveland Pass, via Bakersfield to Georgetown, twenty-nine miles.

Decatur was named for “Commodore” Stephen Decatur, Commissioner from Colorado to the Centennial, in 1876, now a resident of Silver Cliff. It is strictly a mining and prospecting town, of about 300
inhabitants, in the Peru District, and at the southern base of Grey's Peak. The ores are gold, silver, copper and lead, and range from $20 to $2,000 per ton. Mills and furnaces are much needed, and would certainly prove a good investment for capitalists. The town contains the usual number of stores and residences for one of its size, and appears to be improving rapidly, if new buildings on every side would indicate as much. The principal mines shipping ore are: Delaware, Revenue, Tariff, Whale, Captain Jack, Lone Star, Pennsylvania, Paymaster, and some others. Some of these ores go to Grant, on the South Park Division of the "U. P.," and others to Georgetown and Denver. Sautell House is the principal hotel. See "Post Roads" Nos. 13 and 14.

Chihuahua, one and one-half miles west; Montezuma, five miles southwest; Dillon, ten miles west. Deatsur is fourteen miles from Georgetown, via Argentine Pass; fare, $2.50; ("Post Roads" No. 14) only passable in summer; to Georgetown, via "High Line," twenty-nine miles; daily; fare, $5.00; from Denver, via "High Line," eighty-one miles, via Colorado Division Union Pacific Railway; fare, by rail and stage, $9.30. "Post Roads" No. 13.

Deer Trail—Arapahoe county, a small station situated on the broad plains and the Kansas Pacific Division Union Pacific Railway, fifty-seven miles east from Denver; fare, $2.75.

The whole country is devoted to stock-raising. Tour 4.

Del Norte—County seat of Rio Grande county, is in the northwest part of San Luis Park, on the Rio Grande. Del Norte, at a point where the mountains, from the north and south, with their high rocky cliffs and rounded buttes, draw close together, leaving only the river and a narrow strip of rich, elevated land between, one-fourth of a mile in width; on this land is built the town. The site is most picturesque.

The groves of cottonwoods in front, for miles up and down the river, the high cliffs, the beautiful San Luis Park to the eastward, beyond which rise the snow-clad peaks of the Sangre de Christo range, presents scenery of rare beauty and grandeur, even in Colorado.

The first cabin in Del Norte was built in the winter of 1871-2, since which time its progress has been gradual and permanent. It now contains a population of 673, has two banks, several fine, large business blocks, built of stone, occupied by merchants who do a heavy wholesale and retail trade in general merchandise; many smaller stores, and shops of all kinds, good schools, county buildings, and churches, with a number of saw mills in the vicinity, and one weekly newspaper, the San Juan Prospector. This paper is one of the institutions of the country, and is taken for authority on all matters connected with mining and other industries of the
county. It is published by the Cochran Brothers, who, also, attend to Uncle Samuel's mails at the post office. The Brothers also publish a pamphlet on the resources of the county, called "Homes in The West," which will be mailed to any address, by sending two stamps to prepay postage.

All along the Valley of the Rio Grande, and on Pinos, John's and other small Creeks, are many settlers, engaged in farming and stock-raising. Wheat, oats and barley, make good crops, yielding from twenty-five to sixty bushels to the acre. Potatoes often reach fifty bushels, and hay from two to three tons to the acre. Cultivated fruit is raised to some extent, but wild fruit is abundant, such as cherries, plums, strawberries, currants, gooseberries, grapes and raspberries, grow to great perfection. Lumber and fuel is also abundant in the mountains to the southward, as is also all kinds of game; and for fine trout, the Rio Grande and its tributaries can beat the world; the speckled beauties fairly quarreling to get at the hook.

Many of the citizens of Del Norte and surrounding country are engaged in raising cattle and sheep. Great herds are scattered over the plains, valleys, foot-hills and mountains, in every direction; the grasses are excellent and most abundant. This would be one of the best locations in Colorado for woolen mills, and, in fact, for many kinds of manufacturing business, the river affording abundance of water, and a fall of about twenty feet to the mile. The streets of Del Norte are 100 feet in width, in places bordered with rows of planted trees, and watered by streams coursing along their sides. There are a great many neat little private residences, of wood and stone, but the greater portion in the suburbs and surrounding country, are built of adobe, and occupied by Spanish-Mexican people.

The "Windsor" is the principal hotel, and is the largest and best house in the San Juan country.

The Summit District Mines, some of the richest in the San Juan country, are reached from Del Norte by the only wagon road over which supplies can be transported; also connected by telephone. Distance, twenty-seven miles; fare, $3.00; (see "Post Roads" No. 74) from Alamosa, thirty-four miles; fare, $3.00; from Baguache, thirty-one miles; fare, $4.50; from Denver, by Alamosa, via Denver & Rio Grande Railway, 244 miles; fare, by rail, $20.80, by stage, $3.00, total, $23.80; from Denver, by South Arkansas, via Denver & Rio Grande Railway, 297 miles; fare, $28.65; four-horse coaches daily. See "Post Roads" Nos. 76 and 79.

Dickson—Huerfano county, situated on Muddy Creek, a tributary of the Huerfano River, close up against the mountains. The surroundings are principally devoted to stock-raising, yet along the creek is some good agricultural land, where crops do well with irrigation. Distance, forty-six miles north-west from Walsenburg, on "Post Roads" No. 64. Fare, $6.00.

Dillon—Summit county, is situated at the junction of Snake and Blue Rivers, on the "High Line" stage road between Georgetown and Kokomo. One grocery, post office and wayside ranch, comprise the town. Cattle and sheep-raising is the occupation of the settlers in this vicinity. Dillon is twenty-eight miles south-west from Georgetown; ten miles north from Brekenridge, two miles north-east from Frisco, and twelve miles north-east from Kokomo. Fare to Georgetown, stage, daily, $5.00; ("Post Roads" No. 19) to Denver, eighty miles, rail and stage, fare $9.30.

Divide—Weld county, a small station on the Cheyenne Division of the Union Pacific Railway, ninety-six miles north from Denver. It is on the dividing ridge between the Cheyene a la Poudre River and Crow Creek. Sheep and cattle abound, and nothing else. Fare from Denver, $6.70. Tour 3.

Divide—Chaffee county, a small station on the line of the South Park Division Union Pacific Railway, 122 miles from Denver, and thirteen miles from Buena Vista. It is situated on the western slope, where the waters reach the Arkansas River. A saw mill, several stores, post office, and about 100 people constitute the place. Two passenger trains each day. Fare from Denver, $10.35. Game is abundant in the hills. Tour 5.

Divide—Is at the summit of the Arkansas divide, which separate the waters to the north and south, one side flowing to the Arkansas and the other to the Platte Rivers; altitude, 7,238 feet. It is a station on the Denver & Rio Grande Railway, in El Paso county, fifty-two miles south from Denver, and twenty-three miles north from Colorado Springs. The name known to the post office department is Winstead. The scenery in the vicinity is very beautiful, and at certain seasons game can be found in the hills. Palmer Lake, a beautiful little sheet of water, is opposite the station. Fare, $3.40. Tour 6.

Dolores—La Plata county, is situated on the west bank of the Rio Dolores, at the Big Bend, along which are some good agricultural lands; altitude, 6,978 feet above sea level. One store, a trading-post and a few hundred people, many of which are Mexicans, comprise the town. Stock-raising is the chief occupation of the people. It is north of west from Parrott City, thirty-six miles, by trail. Trails, also, lead north, south and west. Fifteen miles south are many old ruins and Indian farms, on the Southern Ute Indian Reservation.

Dome Rock—in Platte Cañon, Jefferson county, is a station on the line of the South Park Division, Union Pacific Railway, thirty-one miles from Denver. It is named for a huge dome-shaped rock on the south side of the river from the station. This rock is many hundred feet above the road, surrounded by pines and evergreens, which, in summer, make it a charming resort for pic-nic parties from the valley. A dancing pavilion has been erected in a little grove, and comfortable accommodations are always at hand. Two passenger trains daily, each way. Fare, $2.25. Tour 5.
Douglas—A small post office town in Douglas county, on East Plum Creek, on the line of the Denver & Rio Grande Railway; is thirty-five miles south of Denver, and three miles south of Castle Rock, in a rugged section of country. Stone quarries near. Stock-raising, with a little farming, comprises the place and occupation of the people. Two trains, daily; fare $2.30. Tour 6.

Dora—Is in Custer county, Wet Mountain Valley, on Grape Creek, six miles north from Silver Cliff. It is a small mining camp, consisting of post office and one store, Chamber’s Smelting Furnace, a few ranches, and about 100 population. Stage daily from Silver Cliff; fare, seventy-five cents. See “Post Roads” No. 24.

Dudley—A small mining camp, one mile north of Alma, Park county; population, 150. It is on the Hoosier Pass wagon road, from Fairplay to Breckenridge, at the foot of Mounts Lincoln and Bross, affording views of scenery most grand. Trout and game are abundant in the vicinity. Distance from Breckenridge, sixteen miles; from Fairplay, six miles. Mills and stage daily.

Dudley is 118 miles from Denver, by rail and stage; fare, $10.30 by rail; stage, sixty cents, total, $10.90. Tour 5.

Dumont—A new city made out of Old Mill City, at the junction of Mill, with Clear Creek, Clear Creek county, on the Colorado Division, Union Pacific Railway, forty-two miles west from Denver, and six miles west from Idaho Springs. Here are located several smelting furnaces and stamp mills, with numerous paying mines in the vicinity. Fare from Denver, $3.55. Tour 2.

Durango—La Plata county, situated on the Rio de las Animas, is the pet child of the Denver & Rio Grande Railway Company, by whom it was laid out and fostered, with a view of making it the future great metropolis of Southwestern Colorado. It is on the east bank of the river, on a high plateau, two miles south from Animas City, 182 miles west from San Antonio, and 461 miles from Denver. Altitude 6,410 feet.

From the geographical position of Durango, and by the influence of the railway company, situated as it is, in the centre of immense wealth; in mines, timber, coal, agriculture and stock-raising, it is destined to grow rapidly in importance, and become the commercial centre for the San Juan country, and a portion of New Mexico and Arizona.

The streets are broad, and well laid out, the lots are twenty-five feet front by 150 feet in depth, and in the first sixty days after the lots were offered for sale, the Company realized therefrom $96,000.

Among the first purchasers of property, were the San Juan & New York Smelting Company, the same who have large works at Silverton, forty-eight miles north, and who own many very valuable mines. The grounds are a site for what they say will be the largest smelting works in the United States. The work of laying foundations commenced at once, and when we were there, October 15th, 1880, was in rapid progress, with the design to have them completed during the following year. Another purchase was made of one whole block, by Myers & West, of Animas City, for a livery, feed, sale stable, and corral, to be built of stone, which is, also in course of erection. Still another notable purchase was made by a pool of capitalists, of which ex-Governor Hunt is chief, consisting of one block, upon which a first-class hotel is to be built, 250 feet front, with two wings 125 feet each, costing $100,000. For this house the plans are all drawn and the work will commence immediately. Besides the above, there are hundreds of smaller purchasers, among whom are many of the first-class merchants of Colorado. The purchasers of lots within the fire limits, are required, by contract, to build of either brick or stone, and in a substantial manner. This requirement it is easy to comply with, as stone of very good quality is quarried near the town, and three brick yards in operation turn out a fine article of brick. Timber is abundant in the region but a short distance from the town, where are already located several saw mills and more building. At last report nearly sixteen blocks had been sold, and many of the purchasers were erecting buildings. The San Juan Extension of the Denver & Rio Grande Railway is building with all possible dispatch towards this point, where it is expected about the first of June, 1881. Tour 7.

Coal is abundant in the surrounding country, and, also, in the city limits; one vein measuring ninety feet in thickness, of fair coking quality. Distances and fares: Parrott City, sixteen miles west, fare $2.50; Animas City, two miles north, hack-fare, fifty cents; Silverton, forty-eight miles north, fare, $7.00. To the eastward the rates are unsettled. The distance to San Antonio is 182 miles; the rail fare is about eight and one-half cents per mile; stage, fifteen cents. As the road extends west, the distance by stage is correspondingly shortened, always leaving from the “end of the track.”

Earle—Las Animas county, is a small station on the Atchison, Topeka & Santa Fe Railroad, New Mexican Extension, sixty-two miles south from La Junta, and 125 from Pueblo; fare, $7.20. Tour 8.

Easton—El Paso county, is situated on the Arkansas Divide, nineteen miles north-east from Colorado Springs. About fifty families are in the vicinity, whose occupation is lumbering, raising cattle, sheep, horses and potatoes. Laboring men are in demand, at wages ranging from $20 to $50 per month, and board. From Colorado Springs, fare, $2.00; from Denver, ninety-four miles, fare, $8.60. Tour 6. “Post Roads” No. 37.

East Pueblo—Pueblo county, is a small hamlet on the east side of Fountain Creek, three miles from Pueblo; a mere suburb of Pueblo. See Page 61.

Edgerton—Is in El Paso county, on the line of the Denver & Rio Grande Railway and Monument
Gray's Peak from Snake River Pass.

Creek, south from Denver sixty-seven miles, and north from Colorado Springs eight miles. The place has a post office and does an extensive lumbering business; fare, $4.35. Tour 6.

Elk Lake—See “Green Lake” and “Georgetown.”

Elkhorn—Larimer county, situated on Elkhorn Creek, thirty-five miles north-east from Fort Collins and twelve miles north-west from Livermore; population about 100. Stock-raising, farming, mining, dairying and lumbering are the occupations of the settlers. The hunting and fishing are good, as are also the hotel and other accommodations of the town. The mountain scenery is very grand in the vicinity, where are also some very good mineral prospects, gold and silver, but no developments. Stage twice a week; fare, $4.00. Distance from Denver, 123 miles; eighty-eight by rail, balance by stage; fare, $8.45. Tour 1. “Post Roads” Nos. 2, 57 and 60.

Elko—Gunnison county, is five miles north, from Gothic. Two cabins and “great expectations” comprise the camp. Trail From “Gothic.”

Elm Creek—Jefferson county, is a small station in Clear Creek Canyon, on the Colorado Division Union Pacific Railway, twenty-three miles west from Denver; fare, $1.65. Tour 2.

El Moro—Las Animas county, is situated on the Las Animas, or Purgatorio River, at the terminus of the El Moro Branch of the Denver & Rio Grande Railway, eighty-six miles south from Pueblo, and 206 miles from Denver. The town consists of four stores, one hotel, the Delmonico, and about 300 population, most of whom are engaged in coal mining; some, in stock-raising. Along the Las Animas River are some good farming lands, which produce good crops. About six miles southeast of the town are located extensive coal mines, and about two miles in the same direction are 200 coking ovens in operation, and 100 more building. The coal is of a superior quality for use in the smelting furnaces, for which purpose it is shipped all over the State. These veins of coal are horizontal and from six to fifteen feet in thickness, and so situated that a chute dumps the coal into the cars while standing on the track.

The track of the Atchison, Topeka & Santa Fe Railroad passes through the town, but the trains do not stop, but run on to Trinidad, the nearest station, five miles distant to the southward. Fare to Trinidad, by hack, fifty cents; from Pueblo, $5.69; from Denver, $16.69. Tour 7.

El Paso—El Paso county, is a post-office on the line of the Denver & Rio Grande Railway, on Irwin Creek, five miles south from Little Buttes, and ninety-nine miles from Denver. Stock-raising is the only profitable occupation of a dozen settlers. Fare, $5.65, from Denver.

Empire Station—Clear Creek county, is a stopping place for Empire City. It is located about one mile west from Lawson, on the Colorado Division Union Pacific Railway, forty-seven miles west from Denver; fare, $3.90. Tour 2.

Empire City—Clear Creek County, is situated about one mile west from Empire Station, population, 200. The Peak House is the principal hotel. Three stores, two mills, good private residences, and some hydraulic and gulch mining, comprise the town. The ores are gold, and the principal lead mines producing are: Tenth Legion, and Empire City.

The city has an elevation of 8,589 feet, is in as pretty a location and with as picturesque surroundings as can be found in the mountains of Colorado. Bard's Creek, from the south, and Lyon's, from the north, reach Clear Creek opposite each other, their deltas, with the elevated bars of the creek, forming the town site. The great mountains of Douglas, Cody, Lincoln, and Eureka, rise above the town in different directions, 2,500 feet, or more.
North from Empire, up Lyon's Creek about one mile, is located the Empire Mine, and several mills for treating ores, and a small camp called North Empire. Empire City is forty-eight miles west from Denver, via rail and hack; by rail, fare, $3.50; hack, one mile, twenty-five cents. Tour 2. "Post Roads" No. 12.

Engleville—Las Animas county, is situated about seven miles southeast from El Moro, where are located extensive coal mines, operated by the Denver & Rio Grande Railway, by another name; population, 260. One store and a few cabins and boarding houses. From Pueblo, ninety-three miles, to El Moro; fare, $8.00; no regular conveyance, the other seven miles.

Enterprise—This is the post-office name for Platte Cañon Station, on the South Park Division, Union Pacific Railway, twenty miles from Denver. It is at the mouth of the Cañon, through which runs the above named railroad.

During the summer of 1880 prospectors were busy at work in the vicinity of the station, and the reports are that mineral was discovered which assays several hundred ounces. From just above the station an English Company is taking out a large canal to conduct the waters eastward, over the prairies 100 miles, or more, for irrigation purposes. It is a great enterprise, and one which will undoubtedly prove very remunerative to the parties interested as well as of great benefit to the settlers along the line of the canal, besides of ultimately adding millions to the wealth of the State.

Fare from Denver $1.25; two passenger trains each way daily. The scenery surrounding the station is very grand, and for a long distance above, on Tour 5.

Erie—Weld county, is on the Boulder Branch of the Union Pacific Railway, thirty-five miles from Denver, and twelve miles from Boulder. Stock-raising, farming and coal mining occupy the people in this vicinity. Population, about 300. Here are located very extensive bituminous coal mines, large quantities of which are used by the Railroad Company, and the citizens of Denver. Fare from Denver, $2.00; daily trains.

Estabrook Park—is situated in a widening of Platte Cañon, in Park county, on the line of the South Park Division, Union Pacific Railway, fifty-one miles from Denver; fare, $4.05. The location is most beautiful, the scenery magnificent. The depot and buildings are very good, and some of them cozy. Several fine cottages have been erected here the last season by business men of Denver, for summer residences, and the surroundings are very inviting. Several saw mills are turning out bridge timber and lumber for the Railroad Company, and others for shipment to Denver. Two passenger trains each way, daily. Tour 5.

Estes Park—One of the most delightful summer resorts in Colorado, is in Larimer county,
ten miles north from Long's Peak. This is a beautiful little valley, about six miles long, by four and one-half miles wide, surrounded by mountain peaks, chief of which is "Long's." Spruce and pine trees abound in the park, sufficiently near each other to afford a beautiful and cooling shade in the hottest days in the summer. Altitude, 8,810 feet.

A number of silver and gold lodes have been developed in the park, and many in the ranges to the westward, that "prospect" rich. This is one of those places seldom found in the mountains, where all the greatest attractions can be enjoyed within easy reach from excellent hotel accommodations. The hunting and trout fishing are par excellence. The valley contains a permanent population of about 150, engaged in lumbering, mining and dairying.

In the summer months stages run regularly between the Park and Longmont, and Loveland. Distances: From Longmont, thirty-five miles; Loveland, twenty-eight miles; fare $5.00; from Denver, ninety-three miles, fare, $7.90. "Tour 1."

**Eureka**—Bent county, a small station on the Kansas Pacific Division, Union Pacific Railway, and the broad prairie, 100 miles east from Denver; fare, $7.85. Cattle and sheep abound, and nothing else.

**Eureka**—San Juan county, is a small mining camp, situated in the extreme northern part of Baker's Park, on the Rio de las Animas. The town consists of one store, hotel, a dozen buildings, and one smelting works. The San Juan Expositor, is a monthly paper published here. The principal ore producing mines are: McKinnie, Boomerang, and Yellow Jacket. The ores of this region are in general, argentiferous galena, of high grade, grey copper accompanying. Some of the best property at this place is locked up by litigation, which is a certain guarantee that it is rich in minerals. Situated on "Post Road" No. 30, north from Silverton nine miles, and south from Animas Forks five miles; fare, fifteen cents per mile.

**Evans**—Lake county, is a small mining camp, a suburb of Leadville, see "Leadville."

**Evans**—Weld county, is situated on the west bank of the South Platte River, on the line of the Cheyenne Division, Union Pacific Railway, north from Denver, forty-seven miles. Fare, $3.50. It is a farming and stock-raising community wholly. It was settled in 1871 by the St. Louis and New England Colonies, who, by building canals and ditches have conducted water over several thousand acres of upland, thereby enabling them to raise good crops of all kinds of grain and vegetables. The town contains a population of 333, has a weekly newspaper, the Journal, and many business blocks and private residences. "Tour 3."

**Evergreen**—Jefferson county, is a post-office on Bear Creek, at the junction of Cuba, away up in the mountains, twelve miles west from Morrison, and twenty-eight from Denver. Timber is abundant, as well as game and trout. It is quite a resort for campers in the summer. "Post Roads" No. 39. Fare, $2.86.

**Exchequer**—Saguache county, is situated on Kerber Creek, two miles north of "Bonanza." Population 200. It is a small mining camp, so closely identified with Bonanza that we refer the reader to a description of that town for further information.

**Fall River**—Clear Creek county, thirty-eight miles west from Denver by rail, via Colorado Division of the Union Pacific Railway. Fare, $3.20. See "Spanish Bar." "Tour 2."

**Fairville**—Park county. See "Slaght's."

**Fairplay**—County Seat of Park county, on the Fairplay Branch of the South Park Division, Union Pacific Railway, 112 miles from Denver. Population 515. It is situated on the Middle Fork of the South Platte River. The Bergh and Fairplay are the principal hotels. The Fairplay Plume, a live newspaper, dishes up all the news weekly. County buildings, stores of all kinds, with churches and good schools, are some of the improvements that the citizens point to with pride. Placer mining was once the sole occupation of the settlers, some work of the kind is still done, but now stock-raising and quartz mining overshadow all kinds of business.

The Mosquito, Horseshoe and several other mining districts lie on the eastern slope of the mountains, the base of which is five miles to the westward. These districts are said to contain some of the best mines in the State. At Fairplay there is one smelting furnace, another about two and a half miles west, on Sacramento Gulch, and the Holland Smelter at the mouth of Pennsylvania Gulch three and a half miles west.

Distance from Fairplay to Breckenridge, northwest via Hoosier Pass, twenty-three miles; to Leadville, west via Mosquito Pass, nineteen miles. Game is abundant; also, trout. Many Chinese are working placer mines in the vicinity. Fairplay is 112 miles from Denver by rail. Fare, $9.80. Double daily trains from both east and west. "See Post Roads" Nos. 38, 42 and 44. "Tour 5."

**First View**—Bent county, 167 miles from Denver. Fare, $8.25. Here is where passengers going west get their first view of the Rocky Mountains, via "Kansas Pacific" Division, Union Pacific Railway. Large herds of cattle and sheep occupy the country. See "Tour 4."

**Florissant**—El Paso county, is a post office in the extreme western portion of the county, forty-eight miles southeast from Como, and thirty miles northwest from Colorado Springs. It is on the South Park slope, reached from Como, by "Post Road" No. 50. Fare, $7.00. See "Como." Stock-raising is the chief occupation of the settlers in the vicinity. Game is abundant; also, trout.

**Florida**—Or Floreana, as called by the natives, on the Rio Florida, in La Plata county, 15 miles east from Durango, in a beautiful little valley where vegetables are grown successfully and large
quantities of grass is cured for hay. The place consists of a post office and wayside ranch on the wagon road from Animas City to Pagosa Springs. The San Juan Extension of the Denver & Rio Grande Railway will reach the vicinity during the summer of 1881. Distance from San Antonio, 170 miles, according to the railroad surveys.

**Florence**—Fremont county, near the Denver & Rio Grande Railway, thirty-three miles west from Pueblo and eight miles east from Cañon City. Fare from Pueblo, $3.20. Farming is the principal occupation of the people in the vicinity. The extensive coal mines of the Colorado Coal & Iron Co., and Cañon City Coal Co., are situated about three miles distant, south, up Coal Creek. Distance from Denver, 153 miles; fare, $11.10. See "Post Roads" No. 15.

**Franktown**—Douglas county, now only a ranch and post office, is on the site of a noted place. It was once called Russellville, for Green Russell, who with his small party made the first discovery of gold in the "Pike's Peak Country," at this place. The first saw-mill was erected here. John C. Fremont, the explorer, camped here in May, 1848, and lost several of his men by being frozen to death. It is on the Old Government wagon road, running north and south, over the "Arkansas Divide," via "Jimmy's Camp," is thirty miles south from Denver, and five miles east from Castle Rock, on "Post Roads" Nos. 32 and 33. Fare from Denver, by rail and stage, thirty-seven miles, $3.15.

**Floyd Hill**—Is a small station in Clear Creek Cañon, Clear Creek county, on south Clear Creek, and the Colorado Division Union Pacific Railway, thirty-one miles west from Denver; fare, $2.50. At this point the old wagon road, that left the valley at Mt. Vernon, a few miles south of Golden and passed through Bergin's Park, came down the mountains just below the station on the south side and followed up Clear Creek to the westward. It was over this road, before the completion of the railroad, that all the passengers, freight and machinery reached the mining regions above. At that time a great amount of placer mining was being done all along Clear Creek for twenty miles to the westward.

**Frazer**—Grand county, is situated on Frazer River, the principal branch of the Grand, and consists of a hotel, post office, and stockmen's ranch, all in one building. It is also a stage station on the road between Georgetown and Hot Sulphur Springs, twenty-six miles southwest from Georgetown, and eighty-eight miles from Denver. Frazer is commonly called Cozen's Hotel, where are provided the best accommodations for tourists in the Park. The hunting and fishing in the vicinity are par excellence. See article "Middle Park." From Georgetown by stage—See "Post Roads" No. 12—fare $3.00; from Denver by rail and stage, fare $7.30.

**Freeland**—Clear Creek county, three miles from Idaho Springs and thirty-nine miles from Denver. Route by rail to Idaho Springs, via Colorado Division Union Pacific Railway. Fare to Idaho Springs, $3.00. There is no regular conveyance the other three miles. "See Tour" 2.

**Free Gold.**—Consists of a post office, store, saloon, smelting works and about 150 inhabitants, most of whom are engaged in mining. It is situated on the east bank of the Arkansas River, a short distance above the railroad bridge crossed by the trains of the South Park Division, Union Pacific Railway, in Chaffee county, 15 miles south of Buena Vista, and 133 miles from Denver; fare, $11.40. Mining is the principal industry. Of the scores of mines in the vicinity, the "Free Gold Belt," is the principal one, the owners of which, have a small smelting works in operation here. Fare from Denver $11.40. "Tour" 5.

**Frisco.**—Summit county, is at the mouth of Ten Mile Cañon, in the timber. It has two stores, two hotels, the Frisco House, and Layner; one saw-mill, and a score of buildings of all kinds. Population 150. It is claimed there are a number of valuable lode mines in the vicinity, but little developments have been made. Assays give silver, gold and lead from $20 to $190 per ton.

Frisco is ten miles north from Kokomo; from Georgetown, thirty miles; fare, $6.00; from Breckenridge, ten miles; fare, $1.65; from Denver, eighty-two miles—rail and stage, via Georgetown, $10.39.

**Folsom**—Ouray county, is a new, small mining camp situated on the San Miguel River, two miles east from San Miguel, where are located a number of promising mines and good prospects. See "San Miguel."

**Fountain.**—El Paso county, a small village of, perhaps, 150 people, mostly engaged in agricultural and stock-raising pursuits. It is situated on the east bank of Fountain Creek, on the plateau facing the mountains to the westward, on the Denver & Rio Grande Railway, eight-eight miles south from Denver and thirty-two miles north from Pueblo. Fare from Denver, $5.75. "Tour" 6.

**Fort Collins**—Is the county seat of Larimer county, in the midst of as fine agricultural lands as there are in the State. Situated on the south bank of the Cache a la Poudre River, thirty miles above its junction with the South Platte River, on the "Colorado Division" Union Pacific Railway, 88 miles northwest from Denver. It has several churches and schools, one flouring mill, a dozen or more stores, two good hotels—the Collins, and the Blake—several small manufactories, and is peopled by an enterprising and thrifty people, numbering about 600. The State Agricultural Society have their buildings near the town, which are very commodious. The Express and Courier are published here weekly. Irrigating canals conduct the water over all the lands in the neighborhood, and beautiful crops result therefrom. Pic-nic parties enjoy in summer the cooling groves of cottonwoods on the river bottom, and hunters and fishermen are afforded rare sport in the region to the westward only a short distance. Fare from Denver, $4.45. Stage twice a
week to Elkhorn, thirty-five miles northwest; fare, $4.00. See Elkhorn and "Post Roads" No. 2. Tour 1.

Fort Garland—Costilla county, is a Government Military Post, and a station on the Denver & Rio Grande Railway, 106 miles southwest from Pueblo, and 226 miles from Denver. It is at the western base of the Sangre de Christo Mountains, at the junction of Ute, Cottonwood and Sangre de Christo Creeks, on the eastern edge of San Luis Park. It is like all military posts in the western country, a series of low, cheap, one-story buildings on the four sides of a square or parade ground, in the center of which is a high flag-staff from which float the stars and stripes. A sutler store, corral of army wagons, a long row of horses tied up to a hitching rail, a herd of beef cattle and a few soldiers complete the picture of this and all other "Forts," "Posts," or "Camps," in the west. Fare, from Pueblo $10.60; from Denver, fare $18.40. Tour 7. "Post Roads" No. 53. See "San Luis Park."

Fort Lupton—In Weld county, Population 359. It is a station on the Cheyenne Division, Union Pacific Railway, on the east side of South Platte River, and north from Denver, 27 miles; fare, $1.90. The station was named for an old Adobe ranch and trading post located near; ranchmen and stockraisers occupy the county around about, and a few buildings comprise the station. Tour 3.

Fort Lyon—Bent county, is situated on the north bank of the Arkansas River, 88 miles east from Pueblo and two miles north from Las Animas. See "Las Animas."

Fort Lewis—La Plata county, is a new government post, not yet completed, on the Rio La Plata, twelve miles west from Durango and eight miles south from Parrott City, situated in a fine grazing country where are also some good agricultural lands.

Forks Creek—Jefferson county, is at the junction of North and South Clear Creek, on the line of the Colorado Division, Union Pacific Railway, 28 miles west from Denver; fare, $2.15. Tour 2.

Gardner—Huerfano county, on Muddy Creek, near its junction with the Huerfano, in a section where are some good farming lands, well cultivated, but the chief occupation of the settlers is stock-raising. It is 15 miles from Badijo and 30 miles northwest from Walsenburg; fare, $4.50. "Post Road No. 45." For other distances and fares, see "Walsenburg."

Galena—Fremont county, is situated on the stage road from Cañon City to Rosita, and comprises a post office, stage station, several stores and one hotel, the Mountain House. Some "prospects" in the vicinity show rich carbonates by assay. Distance to Yorkville, north 2 miles; Cañon City, north 17 miles, fare, $2.50; Silver Cliff, west 11 miles, fare, $1.50; Rosita, south 13 miles, fare, $1.50. "Post Roads" No. 45.

Garden of the Gods—Situated in El Paso county, three miles west from Colorado Springs. It is a singularly wild and beautiful place, to which some poetic individual has given the title which heads this paragraph. Two high ridges of rock rise perpendicularly from the valley to a height of 200 feet or more, but a few yards apart, forming a lofty enclosure, which embraces a beautiful miniature valley, which seems to nestle here away from the gaze of the passer-by in quiet romantic grandeur. See Colorado City or Manitou, Illustration, page 54.

Garo—Park county, a station on the South Park Div. Union Pacific Railway, at the junction of the Fairplay Branch, 104 miles from Denver and 10 miles from Fairplay. A city has been plotted, a post office established, a coal mine discovered under
the town, and prospects indicate a "boom" in the near future. Near the station, a large quantity of hay is gathered, baled and shipped to market. The "city" is located on the Middle Fork of the South Platte River, the same on which Fairplay is located, about 15 miles from the mountains on the west, and near them on the east. Stock raising and the hay business are the principal occupations of the people. Fare from Denver, $8.80. Two passenger trains, each way daily. See "Post Roads No. 20-41. This is also a good game country and where fine trout are plentiful. "Tour" 5.

Garfield—Or Junction City, Chaffee county, is on the South Arkansas River, twenty miles west from the town of South Arkansas. It is a new town that sprang into existence during the last half of the year 1880, and now numbers about 500 population. Cumming's House is the principal hotel. Stores of all kinds, mills and shops, are as numerous as business demands. Altitude, 8,800 feet. It is situated at the junction of the wagon roads via Monarch Pass to the south west, and Alpine Pass to the north west. The town is supported principally by the mines in the vicinity, among the best of which are the Columbus, Gunshot, Brighton, and the Monarch. Ores are galena and lead carbonates, and run from $60 to $3,000. A large number of "prospects" made late in the season, bid fair to be very rich and productive the following season. A city government has been organized, and the infant camp is putting on metropolitan airs. The scenery about Garfield is grand and beautiful, and game of all kinds abundant in the hills. Haak from Murphysville daily; fare, seventy-five cents. See "Murphysville."

Gem of the Cordilleræ—See "Green Lake."

Georgetown—Is situated in the centre of the oldest silver mining region of Colorado, at the base of the "Snowy Range," and the western terminus of the Colorado Division, Union Pacific Railway, fifty-two miles west from Denver; elevation, 8,419 feet. Georgetown is the county seat of Clear Creek county, has a population of 3,210, and some very good business blocks; two banks, eight stamp mills, ore sampling and reduction works, five churches, good schools, two weekly newspapers, the Miner and the Courier, and quite a number of hotels, chief of which are the Barton, Hotel de Paris, and American. The Barton is one of the best houses in Colorado, and, together with its "Annex" opposite, is capable of accommodating 200 guests. Masonic, Odd Fellows and other secret orders have their halls for meetings. Gas works supply the town with illuminating facilities; and water, the finest in the world, is conducted in pipes from a mammoth reservoir, 500 feet above the city, which affords great protection in case of fire.

As a winter resort, the citizens of Georgetown claim to have some advantages over all other mountain towns. Situated as it is, at the head of the valley, walled in on three sides by lofty mountains, which protect it from the wind and storms, the air is of great purity, and the climate mild. For these same reasons, it is cool and delightful in the hot summer months, and of late, has become quite attractive as a summer resort.

The principal mines near Georgetown are: the Glendower, Nuckles, New Boston, Magnet, Saxon and Victor. The most noted mines from which ore is brought to Georgetown for treatment are situated in Silver Plum, Brownsville, Silver Dale, West Argentine and Bakersfield, under which headings they will be found.

The first discovery of silver in this region, was made by James Huff, September 14th, 1864; the location is about eight miles above Georgetown.

The Georgetown people boast of a bit of scenery, about ten minutes walk from the hotel, called the "Devil's Gate" and "Bridal Veil." Now, what the Bridal Veil has got to do with the Devil's Gate, we never could understand. Are they synonymous words?

Strasborn says, and "his head is level." "Georgetown is unrivalled for the multiplicity, beauty and interest of its attractions. The noted Green Lake, two miles; those enchanting wonders, "Devil's Gate" and "Bridal Veil," one-half mile; Gray's Peak, fourteen miles; Chicago Lake, eight and Empire, four miles away, attract thousands of delightful visitors annually." These wonders can all be reached by good carriage roads, as also the Snake River Pass, where you can stand, one foot resting on the Atlantic, the other on the Pacific Slope. From this point is one of the grandest views of mountain scenery on the continent, including the Mount of the Holy Cross, so named by the early explorers from the gigantic cross of eternal snow that rests in its bosom. The tourist can here pick flowers with one hand and gather snow with the other. See page 27.

Gray's Peak is reached by carriage-road, and easy bridle trail from Georgetown. See "Green Lake" and "Gray's Peak."

Middle Park, with its celebrated hot sulphur springs—bathing in which, it is said, "restores health to the invalid and gives beauty to the homely,"—is reached by stage, which leaves Georgetown every other day. See "Gray's Peak," "Green Lake" and "Middle Park," under "Cities, Towns, etc.," and "Post Roads" No. 12. Tour 2.

In conclusion—as we have advised the tourist in regard to the carriage routes from the city, it would seem quite proper to state that there are several livery stables in the city; but the one where the tourist will get the most complete outfit at the most reasonable price, is known as the "Metropolitan Livery Stable and Omnibus Line," by S. W. Nott.

Distance from Denver, fifty-two miles, fare, $4.50; to Hot Sulphur Springs, Middle Park, fifty miles, fare, $6.00; or $11.00 the "round trip"; four-horse coaches. See "Post Roads" No. 12. "High Line," four-horse coaches, distances and fares from Georgetown: Silver Plum, one and a half miles,
fifty cents; Brownsville, two and a half miles, fifty cents; Bakersville, eight miles, $1.50; Haywood's, twenty-two miles, fare, $4.00; Montezuma, twenty-eight miles, fare, $5.00; Chihuahua, twenty-eight miles, fare, $5.00; Decatur, twenty-nine miles, fare, $5.00; Dillon, twenty-eight miles, fare, $5.00; Frisco, thirty miles, fare, $8.00; Breckenridge, forty miles, fare, $6.00; and Kokomo, forty miles, fare, $7.00.

**Grand Lake**—in Grand county, for scenery that is grand and beautiful, in the extreme, is unsurpassed in the States, but for hotel accommodations, it is wonderfully deficient.

The lake is a beautiful sheet of pure, spring water, about three miles in length and two miles in width, surrounded on all sides by towering pine and spruce trees, and on three sides by lofty mountains, the peaks of which are covered with a perpetual mantle of snow. On the west side of the lake is situated the post office, one store and saloon, and the Schaffer House. On the north side, is the Grand Lake House, kept by Mr. Waldron, and is the only building. However, a town site has been surveyed, and important improvements are promised. When a road is opened between Grand Lake and Estes Park, a distance of twenty-four miles, the north side will be the most acceptable, as it is the most picturesque.

Boats are kept on the lake for rent; also, fishing tackle, etc., as the lake contains an abundance of the finest trout.

Distance from Georgetown, sixty-one miles; fare, $9.00; from Denver, 113 miles, by rail and stage; fare, $13.30. (See *Post Roads* Nos. 12 and 18) from Hot Sulphur Springs, twenty-four miles; fare, $3.00, or $5.00, "round trip."

**Granada**—the county seat of Weld county. 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 fine land as can be found in the State. Extensive canals and irrigating ditches have been built, and water from the Cache la Poudre furnishes an ample supply for all purposes. The town is situated on the Cache la Poudre River four miles above its junction with the South Platte River.

Greeley has a population of 1303, with good business blocks, banks, grain elevator, hotels, schools and churches, and two weekly newspapers, the *Greeley Tribune* and the Sun. When the Greeley colony first settled in this country, it was treeless, except on the river bottoms. The colonists laid out the town with broad streets, planted young cottonwood trees on each side and let the water along the roots of the trees. The cottonwood is a thrifty tree, and the result has been Greeley is embowered in a forest of shade trees; in summer, giving a cool and beautiful appearance. One noted feature of the town is the absence of all intoxicating drinks—for sale. Its 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.

Greeley is on the west side of the Platte River, about three miles distant, and on the Cheyenne Division, Union Pacific Railway: 52 miles north from Denver and 58 miles south from Cheyenne. Fare from Denver, $3.75. "Tour" 3. See "Post Roads" No. 1, 9, 3 and 19.

**Greenhorn**—Pueblo county, a station on the Denver & Rio Grande Railway, situated on the Greenhorn River, thirteen miles south of South Pueblo; fare, $1.25; and south from Denver, 125 miles; fare, $9.15. Cattle and sheep abound in the surrounding country. "Tour" 7.

**Greenhorn**—Pueblo county, a small post office town on the Greenhorn River, in the midst of
a noted stock range, and where are some good farming lands, that with water grow fine crops of all kinds, except corn. It is 35 miles southwest from Pueblo, on "Post Roads No. 16 and 46,” and eighty miles southwest from Greneros, a station on the line of the Denver & Rio Grande Railway, 26 miles south from Pueblo; fare, $5.00.

Greenwood—Fremont county, is on Adobe Creek, near the Hardscrabble, along which are scattering farms where small grains and vegetables thrive. The settlers in the surrounding country are principally devoted to stock-raising, cattle and sheep. It is on the stage road from Pueblo to Rosita, thirty miles from Pueblo, fare, $3.00; and twenty miles northeast from Rosita, fare, $2.00. "Post Roads" No. 47.

Greenland—is situated on the northern slope of Arkansas Divide, which separate the waters of the Platte and Arkansas Rivers, in Douglas county, on the line of the Denver & Rio Grande Railway, forty-seven miles south from Denver. Fare, $3.05. Stock-raising is the only industry. To the eastward, five miles, is Spring Valley, a thriving section and beautiful place. "Post Roads" No. 35. Tour 6.

Green Lake—is one of the most charming little resorts in Colorado. It is near three miles from Georgetown south, reached by an easy wagon road that winds up the side of the mountains, from which there is a fine view of Georgetown and the valley below. This beautiful body of water, half a mile long by a quarter wide, is without a peer in any land. Altitude, 10,400 feet above sea level. In a row in one of the boats, the tourist can see the petrified forest standing upright many feet below the surface, with trout swimming among the branches. Here are hatching houses containing thousands of California Salmon, of various ages, while in the lake have been placed over ten thousand trout, mostly of Eastern and Rocky Mountain varieties. Tourists are allowed to fish at a charge of fifty cents for each fish caught. Many of them weigh from four to five pounds. The fish are very tame, eating from the hand. The boat charges are twenty-five cents per hour for each person. Fine accommodations are provided at the lake for a limited number of tourists at reasonable charges.

Cleor Lake—is one-fourth of a mile above Green Lake, and is a trifle larger. It is surrounded by tall pine and spruce trees, and stocked with California Salmon, many of which will weigh from seven to eight pounds. Cleor Lake is 2,000 feet higher than the city of Georgetown, and is the source from whence the water supply for that city is obtained.

Elk Lake—is situated six miles farther up the mountains from Green Lake, at the edge of “timber line.” It is twice as large as Green, and like the latter, has no visible outlet. The shores are sandy, with scattering timber and evergreens, among which are over seventy-five varieties of flowers. One can pick flowers with one hand, and gather snow with the other. Many of the surrounding peaks are over 12,000 feet in height. Game—such as bear, deer, elk, grouse and quail, are abundant in the vicinity.

"GEM OF THE CORDILLERAS"—Is still another lake, farther up, above “timber line.” It is about half the size of Green Lake. On the west of this chain of lakes rises

Paun’s Peak—Overlooking them all. It is reached by good wagon road, is four miles from Georgetown, and should be visited by all tourists, particularly those who feel they have not the time to make the tour of all the lakes, but desire a “bird’s-eye” view of the most charming bit of Colorado scenery. Tour 2, to Georgetown.

Grey’s Peak—The route from Denver to Grey’s Peak is via the Colorado Division, Union Pacific Railway to Georgetown, fifty-two miles, thence by carriage through the towns of Silver Plume Brownsville, seven miles to the junction; thence up Grizzly Gulch, six miles more, to Kelso Cabin. This "cabin" is kept by Mrs. Lane, where everything will be found as "neat and nice as wax." The "cabin" we know to be the best in this whole country, to spend a few weeks at while climbing about and enjoying the incomparable scenery and views from the mountain tops. From here take saddle, or "foot it," about one mile south. Grey’s Peak and Torrey’s Peak, are near each other. The first is 14,441 feet, and the second 14,335 feet above sea level.

The scenery on the route is very beautiful, and after reaching the summit, one of the grandest mountain views in the world lies be-

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GREEN LAKE, GEORGETOWN, COL.
before the tourist. Should you see sunrise from the summit of this grand old mountain, you would feel like exclaiming with the poet:

*The hills—the everlasting hills—
How perilously they rise!
Like earth’s gigantic sentinels
Discoursing in the skies!*

But, the mountain scenery is not the only attraction at Grey’s Peak. Mines are near, and some of the best, according to reports, in the whole region. Just above the “cabin” are located the Richmond, Stephens, Memphis, Morris, Netty Knapp, Kelsa, Baker, Flagstaff, Champion, Scandinavian, Wilberton, Black Diamond, Hopeful, Bank Account, the Boss, Silver Thread, and many others that prospect very rich.

From the summit of Grey’s Peak can be seen the Mount of Holy Cross; to the south-west, Pike’s, Long’s, Lincoln, Bross, James’, Fletcher, Blanca, and the Spanish Peaks, and numberless others; in fact, the view is almost unlimited. See “Georgetown.” See page 27.

Grinnell—Las Animas county, is a small post office hamlet, in the extreme southern portion of the county, twenty-five miles east from Trinidad; fare, $3.75. “Post Roads” No. 53. Sheep and cattle, goats and rabbits, Americans and Mexicans, half and half, comprise the place and surroundings.

Glade—is a small station on the Denver & Rio Grande Railway, Douglas county, thirty-eight miles south from Denver; fare, $2.30. Principally stock-raising. The surrounding country is timbered and bluffy. Tour 6.

Glendale—Fremont county, is a small hamlet with post office, situated on Beaver Creek, six miles north from the Beaver Creek Station of the Denver & Rio Grande Railroad. Some fine farms and large herds of stock, cattle, sheep, etc., are the resources of the settlers.

Glendale is fifteen miles east from Canon City, and six miles north from Beaver Creek Station, reached by good wagon road. Hike from Canon City, twenty miles. Fare, $2.00. From Denver via Canon City, 181 miles. Fare, $13.90. See “Post Roads” No. 43. Tour 6.

Godfrey’s—Elbert county, a small station on the Kansas Pacific Division, Union Pacific Railway, seventy-four miles east from Denver. Fare, $3.55. (Tour) 4. The surrounding country is alive with cattle, sheep and horses. Stock-raising is the only use for which this country is adapted.

Gold Lake—Boulder county, is about three miles northwest from Gold Hill, on the north side of Left Hand Creek. It is a beautiful sheet of water, covering about sixty acres. It is used as a reservoir by the farmers in the valley along Left Hand for use in summer for irrigating purposes. The lake is kept supplied with water by a ditch conducting the water from Jim Creek. The lake is nearly round, with a depth of about twenty-five feet. In summer it is a great resort for ducks, where the hunters have rare sport.

There are some good paying mines in the vicinity, chief of which are: Bonanza, Oro Cash, Ready Cash, Greenback and West Wing. From Boulder, fourteen miles via stage to Gold Hill. See “Gold Hill.”

Gold Hill—is situated on the high divide between the waters of Boulder and Left Hand, at an altitude of 8,463 feet, in Boulder county. The Wentworth is the only hotel, two stores, post-office and several small tradesmen comprise the town. The principal mines producing ore are: Russian, Slide, Cold Spring and Red Cloud. There are a great many good “prospects” in the vicinity.

The view of the plains, from near the town, is most extensive, ranging from Cheyenne on the north, to far below Denver on the south, and east to an apparently unlimited extent. Distance from Boulder eleven miles, via stage daily. Fare, $1.50. “Post Roads” No. 8.

Golden—This city is often called the “Lowell” of Colorado, on account of the number of manufactory offices located in and near the city, and its abundant water power.

Golden was first settled in 1850, then, it was a lively place, owing to the gulch mining on Clear
Creek, both above and below the town, but these “placers” having been worked out, the place declined. In 1863 it took a step forward in the establishment of a pottery and paper mill, the first within 800 miles; but since the completion of the “Central,” rapid progress has been made. The town now contains a population of 2,731, three smelting works; two sampling works; three fire-brick manufactories; three flouring mills; one pressed brick works; one iron foundry; one pottery; one paper mill; stone and lime rock quarries, lime kilns, etc. The Shops of the “Central” are located here, where most of their box, flat, coal and common cars are manufactured. Five coal mines are being extensively worked within a few miles of the city. Besides these, there are several saw mills and manufactories of small wares. The School of Mines for the State is located here, and have recently erected a fine large brick building. The number of students in attendance is rapidly increasing, while the facilities offered them for improvement and advancement, in theory and in practice, are not equalled by those of any like institution in the country, including the Columbia school of mines and the Boston polytechnic.

Golden is the county seat of Jefferson county, is due west from Denver, fourteen miles by wagon, and sixteen miles by railroad, situated on Clear Creek, or Vasquez Fork, just below where it debouches from the mountains, and close above the Table Mountains, which rise 1,000 feet above the town, in what must have been at one time a great basin or lake, before the waters of the creek cut their way through to the plain below.

These mountains are nearly round, flat on the top and covered with grass, from the summit of which, a magnificent view can be had of the towns of Golden, Denver, Boulder, and down the Platte River to the northeast, up to the Arkansas Divide, to the southwest, and on the broad plains to the east, as far as the eye can reach.

The court house at Golden, is of a fine quality of brick, with cut stone facing, standing on an eminence overlooking the city. There are two banks, a number of business blocks, six church edifices, one large public school, capable of accommodating 300 pupils, several hotels, among which are the Golden, Johnson, and Astor. Golden has two weekly papers, the Colorado Transcript, published by Cap. Geo. West, a pioneer of 1859, and the Colorado Globe.

Within the last few years, water has been conducted through the principal streets and trees planted along the walks, which add much to the beauty of the city.

There are several quartz mines near the town, and the whole section is underlaid with coal mines of good quality, some of which are successfully worked.

Clear Creek rises about 60 miles from the city, emptying its waters into the Platte River, four miles below Denver.

Fare from Denver, 80 cents. “Tour” 1.

Gomer’s Mills—Douglas county, is situated on the head of Kiowa Creek, 64 miles southeast from Denver; fare, $6.00. Lumbering and stock raising is the only occupation of about 50 settlers in the vicinity. “Post Roads” Nos. 32 and 33.

Good Night—Pueblo county, is a station on the Denver & Rio Grande Railway, four miles west from Pueblo; fare, 40 cents; from Denver 124 miles, fare, $8.25; situated on the Arkansas River bottom. Having said that much, we say, Good Night! Tour 6.

Gothic City—If numbers count, is the most important mining camp in Gunnison county. It is situated at the junction of Copper Creek, on the east bank of East River; on the opposite side of which, rises Gothic Mountain, to an altitude of 12,570 feet above sea level, and 3,070 feet above the city. The scenery is as grand and beautiful in the vicinity, as the mines are rich, extensive and numberless. The city contains a population, by census, of 550, all of whom are engaged in mining and merchandising, directly or indirectly; there are none here for their health; yet, it is a healthy country, a poor place for physicians.

Gothic is the supply depot or outfitting point for many small mining camps in the vicinity, and hundreds of prospectors who are picking into the mountains in every direction. She has many large general merchant stores, hotels, restaurants, saloons, and shops of all kinds, and one weekly newspaper, the Elk Mountain Bonanza; also, one smelting works, three saw mills, and a public school. The two principal hotels are “Old’s,” and “Bum’s,” but the gentlemen keeping them are not “Old Bums” but genial souls, who serve up many of the good things of life. The town was established June 8th, 1879, since which time it has made rapid advancement.

Three miles east, on Copper Creek, are located the following mines: Sylvanite, Virginia, Jenny Lind, Silver Queen, Iron Duke, Grey Copper, Fashion, Catapult, Big Bonanza, and others. The ores are copper, ruby, wire and native silver, which run from $150 to $2,000.

On Rock Creek, six miles north, are located the Whapper, High Tide, Eureka, Home Stake, International, Green Mountain Boy, Indicator, Scofield, Texas Ranger, and many others, that run from $80 to $100, carrying heavy in lead galena. It has one smelting works.

On Maroon Creek, twelve miles north-east, are the Terror, Northern, and others, that run $500 in silver and copper.

On Brush Creek, five miles south-east, is a new camp where is located the Luona, that runs from $300 to $12,000 per ton, in silver; also, other good prospects.

On Rustler Gulch, three miles north, are situated several good mines, one of which is the Triumph. On Washington Gulch, four miles west, are situated a group of mines, said to be very rich, in which many of the officials connected with the Atchison, Topeka & Santa Fe Railroad are interested.
Schofield is six miles north, on Rock Creek, population 200, where are located smelting works.

On Yule Creek, ten miles northwest, is a thriving mining camp, reached by trail only.

These mines are all in the Elk Mountain Mining District. The greater portion of the ore “output” in this district is now shipped east, to Argo, Leadville, Pueblo, and Newark, New Jersey, for treatment, at great expense for freight, by wagon and rail. But these difficulties are gradually being overcome by the erection of mills and smelting works at the mines, scores of which are projected, and will be built during the next year. These, with the completion of the railroads in this county, two of which are reaching out for the rich harvest awaiting them, with all possible speed, will soon demonstrate the extraordinary richness of the Gunnison Country. Coal, bituminous, of good quality, is found at different points near Gothic, but the mines are not worked to any extent.

Game of all kinds are abundant within easy reach of Gothic, and the streams are filled with the finest trout.

From Gothic, it is seven miles west, by trail, to Crested Butte, but twenty miles by wagon road; to Aspen, sixteen miles, by trail; Gunnison City, forty miles; Schofield, six miles; Buena Vista, seventy-one miles, by wagon road, stage and rail.

Fare from Gunnison City, by stage, $6.00; via Gunnison to South Arkansas, 107 miles, and from Buena Vista, 121 miles, fare, $12.00; from Denver, $23.65. “Post Roads” Nos. 64, 65 and 72.

Gunnison City—County seat of Gunnison county, has become famous the world over, as the commercial centre of the latest new El Dorado of America. And as more eloquent pens than our “Faber” have sounded its praises throughout the land in well merited terms, we have little more to add than a plain statement of its present status, leaving out cold statistics and flights of fancy.

The valley of the Gunnison, according to our geologists, was once a great lake, the waters of which cut their way through the rim of the great basin, thus forming the Grand Cañon of the Gunnison River; said to be one of the most wonderful in all its features on the face of the Globe. The soil in the valley is a light, sandy loam, and rests upon about twenty-five feet of gravel, containing small boulders, at the bottom of which, water of the best quantity can be obtained. Surrounding this great valley, from twenty to thirty-five miles distant, are high mountain ranges, where are situated the rich mineral deposits, and from which, flow the Gunnison, Taylor, Ohio, Willow, Sapinero, West Elk, Beaver, Tomichi, and many other streams, carrying an abundance of water, making this valley one of the best watered in the State. All these streams, in their descent from the snow clad mountains, tend to one central point, near the middle of the valley, where is located Gunnison City, which, from a geographical stand point, is destined to be the distributing point for the surrounding country. Along many of these streams, vegetables are grown successfully, and wild grasses afford an abundance of hay that finds a ready market in the mining regions, and at good prices. On all the hills, and in the mountains, the stock raisers find an abundance of the richest feed for their cattle and sheep, of which the country is well supplied.

The city is located on a neck of land two miles in width, lying between the Gunnison River on the north, and Tomichi Creek on the south, about two miles above the junction of the two streams. The streets are laid out 100 feet in width, beside which streams of pure water are conducted, and many shade trees planted, that in time will add materially to the beauty, as well as the health of the city.

The altitude of Gunnison City is 7,500 feet above sea level, being 2,303 higher than Denver, and 2,695 feet lower than Leadville.

It contains one bank, a fine court house, a large school building, a church or two, several hotels, and a large hotel building, a number of saw mills and planing mills, two weekly newspapers, the Democrat and the News, a great number of restaurants, saloons, small shops, livery and sale stables, and stores of all kinds. The census taken in June, 1880, gave a population of 882, which was fully doubled before the close of the year.

Many of the merchants of Gunnison City are of the most substantial class, have large buildings, of stone and brick, and carry very large stocks of merchandise of all kinds. On our visit to Gunnison, we met there one of Colorado’s old pioneers, J. P. Harlow, Esq., engaged in the wholesale flour, grain and feed business.

Although he carries as large a stock as any firm in his line in Colorado, and keeps large trains of wagons on the road transporting supplies from the railroads, he is often out of goods. It would surprise an eastern merchant to see the great numbers of customers, with the cash in hand, back up their wagons to this, and other stores in Gunnison, and load supplies for the mining camps away up in the mountains. Often the whole stock is closed out in a few days, as it is no unusual occurrence to see from ten to twenty wagons carrying 6,000 pounds each, load in a single day.

The difficulties at present experienced by the Gunnison merchants in procuring goods by slow wagon teams, will soon be obviated, as two lines of railroad are now building towards the City, and without doubt, one, if not both, will reach Gunnison before the close of 1881.

Besides the great mineral wealth in gold, silver and precious metals, tributary to Gunnison City, are her coal mines, which are quite numerous. At Carbon Mountain, eighteen miles north, via Ohio Creek, are large deposits of bituminous coal, which are mined and used in the city, and, also, in the adjoining towns. Anthracite coal is also found in several localities, that is said to equal the coal of Pennsylvania.

Timber is also abundant in the surrounding moun-
tains, as well as game, both large and small, of all kinds. Trout, well, the Gunnison and San Juan countries are the trouts’ homes, any ordinary tenderfoot can catch them.

Distances and fares: To Gothic, forty miles, fare, $6.00; Crested Butte, thirty-six miles, fare, $5.00; Irwin, thirty miles, fare, $5.00; Buena Vista, eighty-one miles, fare, $12.00; Howe ville, twenty-four miles, fare, $3.50; White Earth, sixteen miles, fare, $2.50; Alamosa, one hundred miles, fare, $30.00; South Arkansas, sixty-seven miles, fare, $11.00; Lake City, fifty-six miles, fare, $7.00; Ouray, seventy-five miles, fare, $10.00. See “Post Roads” Nos. 64, 65, 66, 76 and 79.

Guy Gulch—Jefferson county, a small station on the Colorado Division, Union Pacific Railway, six miles west from Golden and twenty-one miles from Denver; fare, $1.40. Near are many evidences of placer mining, but little has been done since 1860.

Gwillensville—El Paso county, is situated on the northern slope of the Arkansas Divide, at the head of Cherry Creek, five miles east from Monument Station, on the Denver & Rio Grande Railway. Timber and grazing are the only resources of the settlers. “Post Road” No. 36. See “Monument.”

Hahn’s Peak—Routt county, is in the centre of a placer mining region, twenty miles north of Hayden, and about twenty-six miles southeast from Dixon, Wyoming Territory, and in the extreme eastern portion of the Elk Head Mountains. Population, 150. Here is located extensive hydraulic works, and good placer mines. Experienced miners are in demand at $3.25 per day. Board costs $6.00 per week.

The nearest railroad station is Rawlins, on the Union Pacific Railway, 150 miles north; of this distance, 134 miles can be made by stage to Dixon; fare, $7.00, from which there is only a trail. A trail also leads south to Hayden, twenty miles. The mails are transported on horseback, in summer, and snow shoes in winter. Here is a fine opportunity for a “tenderfoot” to learn to use snow shoes.

Game abounds in this region. Stock-raisers occupy the country adjacent on Elk River to the eastward. Twelve miles northeast are also located valuable placer mines, as yet hardly prospected.

Hall Valley—Situated in Park county, on the eastern slope of the mountains, on the wagon road to Montezuma, six miles northwest from Webster, a station on the South Park Division, Union Pacific Railway. Population 350. Distance from Denver seventy-six miles. Fare, $5.65 by rail, and seventy-five cents by hack. Mining is the principal industry of the people. The ores are chiefly galena, with copper and copper carbonates. Some of the mines produce brittle silver and galena; others fine specimens of mala chite and azurite copper ore. Some of the handsomest specimens of peacock copper ore have been found here. Many years ago this valley and vicinity were known to be rich in minerals, and steady shipments have gone forward yearly. But recently a great revival in mining has started up. The principal mines are: Whale, Hope, Newark, Comet, Leftwick, Missouri, Great Eastern, Cashier, Millionaire, Rip Van Winkle, Brooklyn and Champion.

Most of the ore shipments are made to Argo, others go to Golden, the Gen-ve Smelter, and to the east, Webster is the shipping point. “See Post Road” No. 46.

Hamilton—is a small village on Tarryall Creek, Park county, two miles northwest of Como, a small station on the South Park Division, Union Pacific Railway. Population 150. Mining and stock-raising are the principal occupations of the people. It is on the wagon road to Breckenridge, and soon will be reached by the rails of the Breckenridge Branch of the South Park Division, Union Pacific Railway, now building. This place was known in 1860 as “Tarryall-diggings,” at which time it was a busy town of many hundred people, working in the placers, in the near vicinity, and for miles up the creek in the mountains. For years these mines have been abandoned, but companies are now at work preparing hydraulic appliances, and soon will be washing out the gold. There are also some valuable quartz mines near. The Dunbar House is the only hotel at Hamilton. Distance from Como, two miles; Breckenridge, sixteen miles; Denver, ninety miles, rail and stage; eighty-
eight miles by rail to Como, fare, $7.35; stages, two miles, fare, twenty-five cents; total fare, $7.60. Tour 5.

Hancock—Chaffee county, twenty-two miles west from Nathrop, ten miles west from Alpine, and two miles east from the eastern end of the Alpine Tunnel. It is on the “Joint Track” of the South Park Division, Union Pacific Railway, and Denver & Rio Grande Railway—Gunison Extension. The location and surroundings are very beautiful, being at the head of Chalk Creek, in a little valley with high snow-clad mountain peaks on all sides. At the date of writing, January 1st, 1881, Hancock is not six months old, yet it has five stores, hotels, many saloons and restaurants, two saw mills, and a population of upwards of 200. Several good mines are in the vicinity, mostly galena ores. The principal ones working are: Ridgeway, Stonewall, Dan Allen, Lula, Immogene and Kennebec. Laborers are in demand; wages $2.50 per day; miners $8.00 per day. Fare from Denver, by rail, $13.75. Tour 5.

Hartsel—Park county, post office and hotel. Hartsel Hot Sulphur Springs are located here. Situated on the Little Platte River, at the junction of the Cañon City, Colorado Springs, and Fairplay wagon road, near the centre of the South Park from east to west, from which place it is fifty-five miles to Cañon City, sixty-three miles to Colorado Springs, 112 miles to Denver, and eight miles southeast from Garos, a station on the South Park Division, Union Pacific Railway. A large, comfortable hotel has been erected at this place for the accommodation of those who wish to stop and test the efficacy of the waters, which are claimed to work wonders in cases of rheumatism, asthma and kindred diseases. We sought to procure an analysis of the waters without success. Altitude, 8,600 feet. Six miles east of Hartsel are other Hot Sulphur Springs, said, also, to be valuable. Game of all kinds, such as elk, deer, antelope, and bear, can be found near; also, the finest trout fishing. Surroundings, hay grounds, rolling prairie; some timber and distant mountains. Fare from Denver, rail and hack, via Garos, 104 miles; hack, eight miles; fare, $9.80 by rail, and $1.00 hack. Situated on “Post Roads” Nos. 38 and 44. Tour 5.

Husted—El Paso county, a small station on the Denver & Rio Grande Railway, sixty-two miles south from Denver, fare $4.00, and thirteen miles north from Colorado Springs. Lumbering and stock-raising are the only occupations of the settlers. Tour 6.

Haverly—Gunnison county, is the last name, so far as we are informed, for Ruby, Ruby Camp, Silver Gate, etc., in Ruby Mining District. It is situated one-quarter of a mile below Irwin, separated only by a villainous bit of road, and as the mining and mercantile interests of the town are identical, we shall describe them as one place, under the name of “Irwin.”

Hayden—Lake county, is a small station on the “Joint Track,” between Buena Vista and Leadville, twenty-three miles north from Buena Vista, on the Arkansas River. It is the station for Twin Lakes. Fare from Buena Vista, $2.20; from Denver, $13.80. Tour 6.

Hayden Creek—Fremont county, is a small post office town, situation on the south side of the Arkansas River, on Hayden Creek, a small stream. It is two miles southeast from Vallecito, a station on the Denver & Rio Grande Railway. From Hayden Creek, a trail leads over the mountains to Villa Grove, west, twelve miles via Hayden Pass. Stock raisers and a few ranchmen possess the country. See “Vallecito.” Tour 6.

Hayden—County seat of Routt county, is situated on Yampa River, twenty miles west from Steamboat Springs. Some placer mines and more stock raisers. It is reached by stage from Rawlins, on the Union Pacific Railway, 170 miles north; fare, $10.00.

Haywood—Summit county, consists of a post office, hotel, ranch and wayside eating house, all in one log cabin, situated on the “High Line” stage road, between Georgetown and Kokomo, twenty-two miles from the former and eighteen miles from the latter. It is situated at the junction of the wagon roads via Loveland and Argentine Passes, and also, at the junction of the North and South Forks of Snake River. Fare from Georgetown, reached by stage, daily, $4.00; from Denver, seventy-four miles, by rail and stage, fare, $8.30. “Post Roads” No. 13.

Haywood—Chaffee county, is five miles west from Nathrop, on the “Joint Track” of the South Park Division, Union Pacific Railway, and the Denver & Rio Grande Railway, Gunison Extension, on Chalk Creek. Here is located the Haywood Hot Springs, a hotel and several bath houses, and perhaps fifty people in the neighborhood. These springs are said to be of great benefit in cases of rheumatism and kindred diseases. We applied to the proprietor of the springs for an analysis of the waters for free publication; but, for some reasons unknown to this deponent, it was withheld. May be for want of enterprise, who knows? Fare from Denver, by rail, $13.20. Tour 6.

Henderson Island—Arapahoe county, is a small station on the Cheyenne Division, Union Pacific Railway, fifteen miles north from Denver. The station was named from an island in the Platte River, just opposite, once occupied by the somewhat notorious Cap. Jack Henderson, of Kansas. Fare, $1.00. Tour 3.

Hermosa—La Plata county, is on the Rio de las Animas, in the centre of a rich agricultural section, and the Animas Park, where are grown vegetables of all kinds in profusion, supplying the markets of Silverton, to the north, thirty-six miles, and Animas City and Durango, south, ten and twelve miles respectively. It is on the San Juan Extension
of the Denver & Rio Grande Railway to Silverton, and will be a railroad station before the close of 1881. Hot Springs are near the town, but no accommodations for tourists, except a small ranch inn.

Population, about 200, all of whom are engaged in putting up hay and raising vegetables in summer. Fare, 15 cents per mile. "Post Road" No. 68. See "Animas City" and "Silverton," for distances and fares east.

**Hermitage** — Grand county, situated on Muddy Creek, eight miles northwest from Troublesome; consists of a ranch and post office. It is on the line of the Blue River & Colorado Western Railroad, projected. It is reached by trail from Hot Sulphur Springs via Troublesome, twenty miles. See "Sulphur Springs."

**Higbee**—Bent county, on the Las Animas River, is a post office and ranch, surrounded by stock raisers. It is twenty-five miles southwest from West Las Animas, on "Post Road" No. 51; fare, $.75. See "West Las Animas."

**Highland Mary**—A small mining town in San Juan country. Cunningham Gulch, nine miles east from Silverton. Here are located some of the most valuable mines in the San Juan country, and also one of the most complete works for ore treatment. The Highland Mary mine is the chief among a score or more that approximate it closely, that runs from $300 to $500. The ores are an argentiferous galena, with grey copper of high grade. Some select ores running as high as $5,000 per ton. The vein is fifteen feet between gauge walls, and contains a rich pay streak of fifteen to twenty-two inches. The town is reached by trail from Silverton.

**Hillsborough**—is in Weld county, situated on Big Thompson Creek, where the bottom lands are from three to four miles in width, and very productive. Wheat, sheep and cattle abound. From Greeley, west twelve miles. Fare, $1.00. Loveland, east nine miles. Fare, seventy-five cents. Stage four times a week. See Tours 1 and 3, for Greeley and Loveland.

**Hillerton**—Gunnison county, is on Willow Creek, in one of the most beautiful little parks in Colorado, about two miles long, half a mile wide. It is sheltered by high mountains, covered with a dense growth of pine timber, and like a jewel, rests in the centre of the richest emerald setting. These same mountains are said to contain the wealth of nations, a portion of which is daily being developed by the citizens of Hillerton. The town contains one smelting works, post-office, several general merchandise stores, one bank, one hotel, the New England House, where you pay the highest price for the most ordinary spread. Several saw mills and some comfortable private residences, with a population of about 200. There are hundreds of lode mines in the vicinity, many of which are known to be rich, but little is being done in development, further than the necessary assessment work to secure the title.

The principal mines being worked are: Adeline, Little Earl, and What Is It.

Hillerton is two miles north from Tin Cup, or Virginia City; thirty miles west from Buena Vista, and sixteen miles north from Pitkin, on the western slope of the Sawache Range of Mountains, in the midst of the "Hunter's Paradise."

It is reached by rail and stage via Alpine Pass; fare, $5.00; "Post Road" No. 4; liable to change as Railroad is extended.

**Holly's**—Bent county, a small station on the Atchison, Topeka & Santa Fe Railroad, on the north side of the Arkansas River, 145 miles east from Pueblo; fare, $3.20. Tour 8.

**Hortense**—Chaffee county, a small station on the "Joint Track" of the South Park Division, Union Pacific Railway, and the Denver & Rio Grande Railway, Gunnison Extension, on Chalk Creek, six miles west from Nathrop. Here are the famous Hortense Hot Springs, and the Hortense group of mines, the Hortense hotel, and the Hortense post office, kept by Hortense. Everything is Hortense. The Hortense mine is under the management of Mr. Eugene Teats, formerly of Central City, which is a bonanza. He is taking out and jacking to town, two tons of ore per day, that nets the mine $100 per ton. The ore is shipped to Argo. Fare from Denver, $12.20. Tour 5.

**Horseshoe**—Park county, situated in Horseshoe Gulch, twelve miles northwest from Garos, twelve miles east from Leadville, and seven miles south of west from Fairplay. It is a new town; population, 300; in the summer months, 800; altitude 11,500. It has two stores, each of which did a business of $5,000 a month, in 1880; two hotels, the Leadville and the Palmer, one smelter, and one saw mill, and one saw mill and smelter in process of erection. Teaching is held high, and mining are the principal occupations of the people. The minerals in the vicinity are very rich, some running as high as 1,000 ounces in silver. The ores are carbonates, galena, and sulphurites, also, some iron and galena mines. The Peerless, Badger Boy, Last Chance, Dauntless, Crusader, Sacramento, and Maudsill, are the principal producing mines. Laborers will be in demand in the spring and summer of 1881. Fare from Fairplay, hack, seventy-five cents; from Denver, 110 miles, via South Park Division, Union Pacific Railway, $10.55. Tour 5.

**Hot Sulphur Springs**—Middle Park, Grand county, is a small town, situated on the east bank of the Grand River, near the centre of the Park, in a grassy little valley at the head of Troublesome Cañon. It consists of a post office, two stores of general merchandise, two hotels, the Kinney and Quenary, three livery stables, a number of rustic summer residences, and a population, in winter of a dozen or more, but in summer several hundred. Many people come here in the summer and camp out for months. The Hot Springs are located on the west side of the Grand River, reached by a
substantial wagon road bridge, and have become noted the world over. The waters boil up from the base of a cliff, at a temperature of 117 degrees.

Analysis of 100,000 parts of water made by Prof. Mallett, Jr., are:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbonate of Soda</td>
<td>38.44</td>
</tr>
<tr>
<td>Lithia</td>
<td>Trace</td>
</tr>
<tr>
<td>Lime</td>
<td>11.02</td>
</tr>
<tr>
<td>Iron</td>
<td>2.34</td>
</tr>
<tr>
<td>Sulphate of Potassa</td>
<td>2.90</td>
</tr>
<tr>
<td>Soda</td>
<td>43.06</td>
</tr>
<tr>
<td>Chloride of Sodium</td>
<td>2.48</td>
</tr>
<tr>
<td>Ammonia</td>
<td>Trace</td>
</tr>
</tbody>
</table>

Total. 120.24

Gasses. Car. a c.

The bathing accommodations consist of a swimming bath in a stone building, and four small, private bath-rooms; charges, fifty cents, or twelve tickets for $5.00. On the east side of the river, near the town, is a Cold Sulphur Spring, but it is “running wild,” and not kept in condition for use. Game is abundant in the vicinity, also, trout. The Springs are fifty miles west from Georgetown, on “Post Road” No. 12; stage fare $5.00; from Denver, by rail and stage, 102 miles; fare, $10.30; to Grand Lake, twenty-four miles; fare, $3.00, or $5.00 the “round trip.” See “Post Roads” Nos. 17 and 18.

Hot Springs—Ouray county, is on the Ute Indian Reservation, and the Uncompahgre River, nine miles north from Ouray. These Springs are said to possess some medicinal qualities. Baths are provided for tourists, but the greater number who patronize them are Indians. They are surrounded by agriculturalists and stock-raisers. See “Ouray.”

Huerfano—(Pronounced Warf-a-no,) Huerfano county, is a small station on the Denver & Rio Grande Railway, thirty-six miles south from Pueblo; fare, $3.65; and 156 miles from Denver; fare, $11.45. Stock-raising is the only occupation of the people. The country is a high undulating prairie, covered with the richest grasses. Tour 7. “Post Road” No. 50.

Howardville—San Juan county, is situated in Baker’s Park, on the Rio de las Animas, at the mouth of Cunningham Gulch. It is five miles north from Silverton, and four miles below Euroka. The village, proper, consists of several stores and saloons, one small reduction works, about thirty buildings of all kinds, and a population of 159. Up Cunningham Gulch are located the Pride of the West, Philadelphia, Green Mountain, Shenandoah, Bruce, and Highland Mary Mines, that carry galena, grey copper and native silver, and run from $40 to $2,000 per ton. The Neogold Concentration Works are located a short distance up the Gulch. For Distances and Fares see “Silverton.” “Post Roads” Nos. 76 and 30.

Howville—Or better known as “Jack’s Cabin,” is on the east bank of East River, about six miles above its junction with Taylor River. It is in a beautiful grassy valley, about ten miles long and half a mile wide, covered with cattle and sheep.

The place consists of two hotels, two groceries, two saloons, two restaurants, one postoffice, and all contained in two buildings. Altitude 8,300 feet.

Jack Howe, for whom the place is named, keeps one of the hostleries, and a prince of good fellows is he for the kind of business. For a sojourn of a few weeks, to hunt and fish, where game and fish are abundant, we know of no better place than at Jack’s Cabin, with “Jack” as a guide. It is on the north and south road from Gunnison City to Crested Butte and Gothic, and at the junction of the road from the east, via Cottonwood and Alpine Passes. Distance from Gothic, sixteen miles; Crested Butte, twelve miles; Gunnison City, twenty-four miles; and twenty miles from Irwin; South Arkansas, via Gunnison City, sixty-one miles; fare from Buena Vista, via Gunnison City, by hack, $11.00; from South Arkansas, via Gunnison City, ninety-one miles, fare, $14.50; distance by direct wagon road, from Buena Vista, fifty-five miles. “See Post Roads” Nos. 64, 65 and 79.

Howard’s—Fremont county, town of Pleasant Valley is on the Arkansas River and the Denver & Rio Grande Railway, forty-four miles west from Cañon City, fare, $4.40. The surroundings are stock-men; fine grazing lands, mountains, and little mountain valleys; good hunting and fishing, together with fine scenery. Distance from Denver 266 miles, fare, $16.30. Tour 6.

Howland—Lake county, on the East Fork of the Arkansas River, eight miles north from Leadville, on the Denver & Rio Grande Railway. It is situated in a little park, surrounded by high mountains, presenting some very beautiful scenery. Game is abundant. Some good mines in the vicinity, the principal one is the Little Doty, which runs thirty-two ounces of gold to the ton. Population about 100 in the vicinity. Fare to Leadville, seventy-five cents; to Denver, 180 miles, fare, $15.75.

Hugo—Elbert county, 106 miles east from Denver, is an eating station on the Kansas Pacific Division, Union Pacific Railway, and not much of that. Tour 4. One store, a saloon and several private residences are situated on the broad rolling prairie, occupied by stock-raisers. Fare, $5.15.

Huerfano Canon—Huerfano county, is a post office situated at the junction of Big Turkey Creek with the Huerfano; devoted principally to stock raising. It is reached by “Post Road” No. 64, and is seventeen miles northwest from Walsenburg, fare, $2.50. See “Walsenburg.”

Hutchinson—Jefferson county, is a post office at the junction of four wagon roads. It is twelve miles southwest from Morrison; thirteen miles west from Enterprise, and six miles south from Evergreen. There appears to be no regular public conveyance.

Idaho Springs—Situated in Clear Creek county, on South Clear Creek, twenty miles west of Golden, and sixteen miles east of Georgetown; elevation 7,515 feet. The population number 1,300,
most of whom are engaged in mining, in the immediate vicinity. There are some good business blocks, two concentrating works, one stamp mill, a bank, stores and small shops of all kinds, many fine private residences, and several hotels, besides a number of boarding houses. The Beebe House is the principal hotel.

During 1880, the railroad company completed a very comfortable depot building; water works were voted; two newspapers made their appearance—the Iris and Advance—both weekly, and a great many new buildings completed, and altogether the city is putting on many metropolitan airs.

Idaho rests in a little park nearly two miles in length, east and west, by about one-fourth mile in width; the land gently sloping to the southward. The streets are broad, beside which are rows of planted trees, thrifty and beautiful.

In April, 1850, gold was discovered in paying quantities, on what is known now as Chicago Creek, a small stream that comes down from the south, opposite Idaho, but these placer diggings were soon worked out, and then came the search for quartz mines, the result of which has made this county one of the most noted in the mountains as a gold and silver producing region.

Numerous quartz mills and many rich lodes are situated near Idaho. The veins are all true fissure, traversing a granite formation, and carrying gold, silver, copper and lead ores. Many of these mines have in the past, and are at the present time, yielding an enormous amount of wealth. Some of the principal mining properties are Seaton, Freeland, Hukill, Stephens' Properties, Lone Tree, Tropel, Fairmount, Schaffer, Hudson, Great Republic, and many others.

Idaho, for its hot cold and mineral springs—and swimming baths—has become noted as an attractive summer resort. It is claimed the waters contain rare medicinal properties, and are nearly identical, in chemical ingredients and temperature, with the celebrated Carlsbad waters of Germany. Prof. Polhe gives the following as the analysis of the water in proportion to the gallon:

<table>
<thead>
<tr>
<th>Rectate of Soda</th>
<th>30.80</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot; Lime</td>
<td>9.52</td>
</tr>
<tr>
<td>&quot; Magnesia</td>
<td>2.88</td>
</tr>
<tr>
<td>&quot; Iron</td>
<td>4.12</td>
</tr>
<tr>
<td>Sulphate of Soda</td>
<td>29.35</td>
</tr>
<tr>
<td>&quot; Magnesia</td>
<td>18.72</td>
</tr>
<tr>
<td>&quot; Lime</td>
<td>3.44</td>
</tr>
<tr>
<td>Chloride of Sodium</td>
<td>4.16</td>
</tr>
<tr>
<td>&quot; Calcium and Magnesium, of each a trace</td>
<td></td>
</tr>
<tr>
<td>Silicate of Soda</td>
<td>4.08</td>
</tr>
<tr>
<td>Grains</td>
<td>107.60</td>
</tr>
</tbody>
</table>

At the springs are two swimming baths, one thirty by fifty feet, five feet deep; the other twenty by forty and four feet deep, also private baths, varying in temperature from 60 to 110 deg. fahr., so arranged that the bather has full control of the temperature of the water. Besides the springs above named, there is, in close proximity, a cold mineral spring of sparkling, effervescent water, which, for drinking purposes, is very excellent.

Good accommodations can be had at the hotels and boarding houses, prices ranging from $7.00 to $14 per week.

Idaho is reached from Denver, in thirty-six miles by rail via Colorado Division, Union Pacific Railway, fare, $3.00. Distance to Central City, seven miles, fare, $1.00; to Brookvale, twelve miles, fare, $1.50. Tour 2.

Irwin—Gunnison county, the principal town in the Ruby Mining District; is situated on Ruby Gulch, one mile above the junction with Coal Creek, away up in the mountains, at an altitude of 10,044 feet above sea level. It is eight miles west from Crested Buttes, and thirty miles northwest from Gunnison City, on the old White River Indian trail, and one-fourth mile above a small place of 250 population, called at various times, Silver Gate, Ruby Camp, and Haverly.

The people in this region are engaged in mining, lumbering, and mercantile pursuits; mining, principally. The ores are silver bearing, carrying: brittle, wire, ruby, horn, and native silver, with arsenical iron.

The city and surroundings contain a great number of stores, of all kinds, one stamp mill, one large sampling works, six saw mills, one bank, three church edifices, Episcopalian, Methodist, and Presbyterian, one theatre, many hotels, chief of which is the Elk Mountain House, a brass band, and one weekly newspaper, the Pilot.
CROFUTT'S GRIP-SACK GUIDE.

Besides the silver lodes, there are, within five miles of the town, west, beds of coal, the veins of which are from five to forty feet in thickness. This coal cokes well, is anthracite, and contains two per cent. more carbon than the Pennsylvania coal. Among the most prominent ore producing mines are: Forest Queen, Ruby King, Bullion King, Ivanhoe, Lead Chief, Durango, Howard Extension, Fairview, Monte Christo, Old Mexico, Kent Soda, and many others. The ores run from $90 to thousands per ton, most of which are shipped to Denver, Pueblo and Leadville for treatment, and to Crested Butte for sampling.

Irwin is surrounded by mining camps; in the gulches and small basins among the hills are great numbers of prospectors, and others, working out assessments, and preparing for active development at an early day. When the Railways now building shall reach this district, smelting works and mills, erected for the economical treatment of ores, when distant markets are opened for the coal and forests of timber abounding in this region, through cheap rail freight; then, will commence a new era for Irwin, and it will be one of unexampled prosperity, as the natural wealth is here, and it is inexhaustible.

Besides the resources above mentioned, are numbers of mineral springs, sulphur, soda, iron, etc., possessing rare medicinal properties. Game of all kinds is in great abundance, as well as trout in all the streams.

The citizens of Irwin, and in fact in the whole country, are a live, enterprise people—a people that are self-reliant, honest and industrious. As an instance of what can be done, when prospects of wealth are bright, is the case of the Elk Mountain Pilot, the pioneer newspaper of the Elk Mountain country. The proprietor purchased his press, type, galley, cases and ink, hired his type setters, and reached the snow-line on Cottonwood Pass, to the east of the mountains, to find the roads impassable, the snow deep, and not even a trail visible. The land of promise was beyond this snow-barrier; where all was green and beautiful; with hungry multitudes waiting for the newspaper; the mighty lever that moves the world.

A meeting was called by the snowbound, and a committee of the whole resolved to cross the range, and immediately set about making snowshoes. When each was provided with shoes, the printing material was distributed among the persons, when with type in pockets, parts of hand press under each arm, "cases" and paper strapped on their backs, the journey across the great mountain range commenced. The ascent was made, many times at an angle of forty-five degrees, and the descent commenced, the typos gliding, gracefully down on their snowshoes, over an unknown depth of snow, in a style peculiarly western, evincing pluck, energy and perseverance, American in the extreme. The material reached Irwin safely, and the first number of the Pilot was issued June 17th, 1880.

When we visited Irwin, September 1st, 1880, we were informed that a pamphlet would soon be published at the Pilot office on the "Resources of Irwin and the Ruby Mining District," to which we are pleased to refer all parties seeking further information about this new El Dorado. Price, Fifty cents.

There are three lines of daily stages in the summer to and from Irwin; one from Gunnison City, via Crested Butte, connecting at "Jack's Cabin" for Buena Vista; the other two are direct from Gunnison City, via Ohio Creek and Western Toll road.

Irwin is eight miles from Crested Butte, hack, fare, $1.00. See "Post Roads" Nos. 63 and 64. From Gunnison City, thirty miles, stage, fare $5.00; from South Arkansas, sixty-seven miles, stage, fare $11.00; from Denver, 314 miles, via the Denver & Rio Grande Railway and coach, total fare, $27.65. See "Post Roads" No. 79, from Buena Vista, via Alpine Pass, stage and rail, 111 miles, fare $16.00; from Denver, via Buena Vista, rail and stage, 246 miles, fare $27.65.

Iron Springs—Pueblo county, is a small station on the line of the Atchison, Topeka & Santa Fe Railway, New Mexican Extension, twenty-seven
miles southwest from La Junta and ninety miles from Pueblo. Fare $5.15. **Tour 8.**

**Island Station**—Arapahoe county, is a station and post office on the Cheyenne Division Union Pacific Railway, fifteen miles north from Denver; sometimes called Henderson’s Island. Fare, $1.00. **Tour 3.**

**Jack’s Cabin**—Gunnison county. See “Howe-ville.”

**Jackson**—Pueblo county, situated on the south side of the Arkansas river, near the junction of the Huerfano, in a fine agricultural section of country, where all kinds of grain and vegetables grow to perfection, provided, always the land is properly irrigated. The hamlet is nearly ten miles south from Buena Vista, which is on the north side of the river. Stock raising is also one of the occupations of the people in the vicinity. From Pueblo to Buena Vista, rail, twenty miles. Fare, $1.10. **Tour 8.**

**Jamestown**—Boulder county, is a mining camp of about 200 people, situated in the mountains on Jim Creek, fourteen miles northwest from Boulder City, in Central mining district. The location and surroundings are beautiful and grand. Altitude, 7,123 feet. There are two quartz mills near the town. The ore producing mines are: Golden Age, (free gold) Buena, (tellurium) Longfellow, (silver and copper) John J., (tellurium) and a great number of smaller mines, together with “good prospects” comprise the resources of the town.

Near the town is a Seltzer Spring, said to be as good as any in the state. From Boulder, by stage, three times a week, fare $1.00. See “Post Roads” No. 22. Distance from Denver fifty-nine miles, by rail and stage. Fare, $3.40.

**Jefferson**—Park county, post office and station on the South Park Division Union Pacific Railway, eighty miles southwest from Denver. It is the first station after passing over Kenoshah Hill, in the South Park. It is a great point in the summer for cutting grass, and baling hay for shipment. From Jefferson to the west, north and east, the mountains are from five to eight miles distant, surrounding it like an amphitheatre of vast proportions. These mountains are covered with pine, spruce and aspen trees with perpetual snow on the higher peaks of the “Snowy Range.” Game of all kinds can be found within a short distance from the station and trout in all the streams. Stock raising is the chief occupation of the settlers in the vicinity. The station is on Jefferson Creek, which, with the ponds and marshes near, are at times, stocked with ducks, affording the hunter rare sport. Surrounding population about 300. Fare from Denver, $6.70. Double daily trains each way. Stages to Lincoln City, fifteen miles. Fare, $2.25. **Tour 5.**

**Jersey**—Arapahoe county, a small station on the Cheyenne Division, Union Pacific Railway, three miles north from Denver; fare, fifteen cents. **Tour 3.**

**Jimmy Camp**—El Paso county, is on the old stage road from Pueblo to Denver, seven miles east from Colorado Springs, where is located a coal mine of some value, but not much developed. The surrounding country is devoted to stock-raising.

**Julesburg**—Weld county, is on the line of the Union Pacific Railway, in the extreme northeastern corner of Colorado. It is at the junction of Lodge Pole Creek, with the South Platte River. The station is one mile northeast from old Fort Sedgwick, now abandoned, and consists of a depot building, store, saloon, and a few buildings, at the junction of the Julesburg Branch of the Union Pacific Railway, which follows the north side of the Platte River, and connects with the Cheyenne Division, Union Pacific Railway, near Platteville, thirty-five miles north from Denver. In 1873-4, the road-bed for this branch was graded, but the ties and rails are not laid at this time but are to be, early in the season.

The Union Pacific was completed to this place the last of June, 1867, and all Government freight for the season was shipped to this point, to be reshipped on wagons for its destination to the north and west.

At that time Julesburg had a population of 4,000; now the town is almost deserted. During the “lively times,” Julesburg was the roughest of all towns along the Union Pacific line. The roughs congregated here, and a day seldom passed but what they “had a man for breakfast.” Gambling and dance houses constituted the larger portion of the town; and it is said that morality and honesty clasped hands and departed from the place. We have not learned whether they have returned; and really we have our doubts about their ever having been there.

During the winter of 1865-1866, most of the wood used at Julesburg and Fort Sedgwick, was hauled on wagons from Denver, at an expense of from $60 to $75 per cord for transportation alone, and was sold to Government, by contract at $105 per cord. The wood cost in Denver about $20. Besides this, the contractors were allowed by Government to put in what hard wood they could get at double the price, or $210 per cord, which by many was thought to be a “pretty soft snap.” The “hard wood” was obtained in the scrub-oak bluffs of Colorado, fifty miles south from Denver City and cost no more for transportation than did the pine. John Hughes of Denver, was the contractor—a more successful and enterprising one it would be hard to find in Colorado, or elsewhere.

As we said, in early days this town was a rough one, but now the few people are lamblike and domesticated. Stock raising is the only occupation of the settlers in this section of the country, and at certain seasons of the year great numbers of cars are loaded here with cattle for the eastern markets. Distance from Denver, 180 miles; from Omaha, 377 miles.

**Johnson**—Weld county, on the east side of the South Platte river, and the Cheyenne Division
Union Pacific Railway; thirty-three miles north from Denver. Fare, $2.25. Some good farms on the Platte bottom and stock raisers on the uplands to the eastward. Tour 3.

Jones—Jefferson county, is a small side-track on the Colorado Division Union Pacific Railway, two miles north from Golden, for the accommodation of coal miners and lime burners near. Fare from Denver, 90 cents. Tour 1.

Juniata—Pueblo county, is a small post office town on the Huerfano river, seven miles south west from Boonville, and twenty-five miles east south from Pueblo. There are some good farms in the vicinity, and a glorious stock range, situated on "Post Roads No. 50." Fare from Boonville, $1.00. To Boonville from Pueblo, $1.10. Total, $2.10. Tour 8.


Kenosha—Park county, a station on the South Park Division Union Pacific Railway, seventy-six miles from Denver. Fare, $6.35. This station is situated on Kenosha Hill, the highest point reached by any railroad in North America, and with one exception, the highest in the world. The air is light, clear and pure, enabling one to see objects a long distance. From points near the station, the views of varied scenery are unsurpassed by any in the world—are wonderful, charming. The tourist or business man visiting Denver, should, by all means take a run up to Kenosha Hill. It will only consume one day, and that day, besides seeing the noted Platte Cañon, with its towering cliffs and wondrous surprises, continually occurring, will be one, ever to be remembered; as the varied scenery from this Hill is unsurpassed by any in the world. By leaving Denver on the morning train, which reaches Kenosha by 2:20 p.m., and returning on the day express from Leadville, which comes down at 4:35, reaching Denver at 10:00, p.m., two hours can be had for sight-seeing. Expense of "round trip," for one person, $12.50. Take along a lunch. For further description as to where the best views are obtained —See Tour 5. See illustrations, pages 50 and 59.

Kimbrellville—Gunnison county, is a new town, laid out in October, 1888, ten miles south from Parlin, up Cochetopa Creek, near Alkali Gulch. The town is finely situated on a broad plain, the lots are 40 by 100 feet, and strange to say, they are free to all persons who desire to build upon them. Elevation, 6,300 feet. Recent mineral discoveries prompted the movement. The ores in the vicinity are of the nature of quartzite, plentifully colored with copper stains and pyrites of copper and gold. Some of the lodes assay as high as $1,000 in gold.

The principal lodes are: Goldstein, Doubtful, Molay, Big Mogul, Omega, and White. Other lodes near show free gold in paying quantities. A Crusher is now being erected, and buildings of all kinds are going up on all sides. Fare to Parlin $1.50. See "Parlins" for other fares.

Kiowa—County seat of Elbert county, is situated on Kiowa Creek; population, 250. Some good business houses, but the principal occupation of the people is stock-raising; cattle and sheep abound. It is twenty-seven miles east from Castle Rock, on the Denver & Rio Grande Railway, with which it is connected by stage. Laborers are in demand, at prices ranging from $25.00 to $50.00 per month, and board. Distance from Denver via Castle Rock, fifty-nine miles; fare, rail and stage, $5.15. See "Post Roads" No. 33.

Kit Carson—Bent county, is 153 miles east from Denver, on the Big Sandy River, and the Kansas Pacific Division, Union Pacific Railway; fare, $7.50. It was named for the noted trapper and guide of that name. It is in the midst of the best stock range in the western country. Tour 4.

Kokomo—Summit county, so named by some Indiana "Pilgrim" for a town in that State, is situated on Ten Mile Creek, twenty miles south from Leadville, one mile from Ten Mile, or "Robinson's Camp," on the Kokomo Extension of the Denver & Rio Grande Railway. The town was incorporated June 30, 1879. It is built on the eastern slope of Sheep Mountain, altitude, 10,550 feet, overlooking the valley of Ten Mile Creek, which is about half a mile in width, along which are some placer claims of rare richness.

The business houses are large and well stocked with goods of all kinds. One bank and two smelting works are located in the town, and one daily and weekly newspaper, the Summit County Times. The Times was established in September, 1879, and was the first paper published in the county. Subscribe for it, if you want all the mining news of this region served up in a truthful and reliable manner. The Western and Summit are the two principal hotels.

The census of Kokomo, taken in June, 1880, gave the city a population of 808, but the rapid settlement increased these figures to full 1,500 at the close of the year. The lode mines in the vicinity are principally fluvial, yielding richer returns from every foot as you go down. The principal mines are: White Quill, Aftermath, and Climax, on Elk Mountain to the westward; they are carbonate ores, and run from $80 to $400 per ton. On Sheep Mountain: Wheel of Fortune, Snowbank, Forest Combination, Little Chicago, and Hoodey, lead ores, run from $20 to $120 to the ton. The Crown Point, and Ruby, Silver, at $1,500 to the ton. On Jack Mountain, north, near the town, Mayflower, and Enterprise, lead and iron. Copper Mountain, three miles north. Reconstruction, runs $80 per ton. Mayflower Gulch, three miles east, Gilpin and Silver Blossom, are rich mines. In Pacific Gulch, east, are the Anna Herndon, Help, Mida B., and Buckeye, all being worked. On Fletcher Mountain, are some good gold mines. On Gold Hill, southeast, in the edge
of the town, are the Little Carbonate, Wooster, and Pauline, rich in lead, galena and carbonates.

The scenery from Kokomo is very grand. To the east and south rise the mountains to a great height, the most prominent peak is Mt. Fletcher, 14,269 feet above sea level. In the back ground, Sheep Mountain, rises 12,648 feet. Game of all kinds can be found within easy distance; such as deer, elk, bear, mountain lions, grouse, quail, etc.

Fare from Leadville via Denver & Rio Grande Railway, $1.50; from Denver, 192 miles, fare, $16.50; from Georgetown, forty miles, via “High Line” stage, fare, $7.00; from Denver via Georgetown and Colorado Division, Union Pacific Railway, ninety-two miles, fare, $10.30. “See Post Roads” Nos. 13 and 14.

Kuhn’s Crossing—Elbert county, on East Bijou Creek, is in the richest portion of the county, where are some fine agricultural lands, but the chief occupation of the settlers in the vicinity, is stock raising. It is situated twenty-two miles southwest from Godfrey’s station, on the Kansas Pacific Division Union Pacific Railway; seventy-four miles east from Denver, fare, $3.75. There is no regular established conveyance the other twenty-two miles.

Labran—Fremont county, is a station on the line of the Denver & Rio Grande Railway, on the Arkansas River bottom, thirty-two miles west from Pueblo, and eight miles east from Cañon City; fare from Pueblo, $3.25. Tour 6.

La Jara—Conejos county, on the Rio La Jara is a small station on the Denver & Rio Grande Railway; situated in the midst of the best portion of the San Luis Park, fourteen miles southwest from Alamosa, and 264 miles from Denver. Agriculturists and stock raisers possess the country, the majority of whom are Spanish-Mexicans, and reside in Adobe one story houses, surrounded with sheep, goats, dogs and babies about equally divided. Fare from Pueblo, $3.45; from Denver, fare, $22.25. Tour 7.

La Junta—Bent county, on the south bank of the Arkansas River, is the point where the New Mexican Extension of the Atchison, Topeka & Santa Fe Railway branches off to the southward. It is a small station of half a hundred people, with a store and saloons. The surrounding country is rich and productive when irrigated, raising all kinds of grain and vegetables successfully. Stock raising, however, is the chief industry. From Pueblo, east, sixty-three miles, fare $3.60. Tour 8.

Lake—Elbert county, is a small station on the Kansas Pacific Division, Union Pacific Railway, and Big Sandy River, on the broad plains, ninety-three miles east from Denver, fare $4.55. Cattle and sheep abound; no cultivated lands. Tour 4.

Lake San Christoval—Hinsdale county. See “Lake City.”

Lake City—County seat of Hinsdale county, is situated on the Lake Fork of the Gunnison River, at the junction of Hansen Creek, at the eastern base of the Uncompahgre Mountains. Altitude, 8,870 feet. Population, 892. The Uncompahgre Peak overlooks the city, rising 5,549 feet above it. The town site is very pleasantly situated on the west bank of the river, beyond which the mountains rise, sloping to the height of about three thousand feet. The stranger visiting here will be surprised to see the great number of stores, hotels, livery stables, saloons, and shops of all kinds, all of which appear to be doing an unusual amount of business for the size of the place. The explanation can be found in the fact, that the city is located in the centre of a score or more of small mining camps, numbering all along up to 300 population each. These people from the very geographical position of the site, find it the best and most convenient place to purchase their supplies, spend their money, and sojourn for a season of recreation.

The American and Occidental are the two principal hotels, and the Silver World and Mining Register, two weekly newspapers, two banks, two smelting works, two saw mills, two churches, and two drug stores. “Two” is a lucky number,—no polygamy here. The breweries, number three. Lixiviacion works, one. “Fire laddies,” one; with one public library and reading room, and a news-stand, where can be purchased the “Grip-Sack,” and all the eastern papers.

The Silver World was the first newspaper established in the county, June 19th, 1875. It appears weekly, and contains all the news in regard to the mining industries of this region. The Crooke’s Concentration Works (see illustration, next page) are located half a mile above the city, and are the most extensive works of the kind in the Stata, with one exception—Argo. Their capacity is forty tons of ore per day. Near the works, quite a village has grown up, with stores, hotels, saloons, etc., all of whom are employees or dependents.

The ores of this region in general, are of argentiferous galena, grey copper, ruby and wire silver, and some black sulphur, carrying silver and lead. Some gold bearing lodes are recorded, but with one exception have no developments of note. To name all the mines in this region, where the records show the existence of over 5,000, would require a large volume; and, disclaiming any desire to make invindious distinctions, shall only mention a few of those that have obtained more than a local fame: The Hotchkiss Mine was the first discovered in this section of the San Juan country, by Eno Hotchkiss, in August, 1874. This mine is the one exception noted above. The prices of “float” rock, taken at the discovery, assayed $40.000 to the ton. It is one of the best developed mines, and makes average runs, up in the thousands.

The Ute, Ute, Cora, Belle of the East, Plutarch, Mayflower, Belle of the West, and many others, run from $80 to $1,200 per ton. Ocean Wave, and Wave of the Ocean mines, west from Lake, run $600.

The District of which Lake is the commercial cen-
tre, is the most prosperous, as well as the best developed; owing, principally, to the fact that it is the most accessible at all seasons of the year, and its altitude being much lower, mining operations are carried on all the year. A great amount of the work done is called assessment work. The mining law requiring a certain amount of work to be done on each mine to perfect and hold the title, otherwise the claim can be "jumped" and re-located by other parties than the first claimants; or, in other words, the title lapses.

With the completion of the railroad to Lake City, two companies of which are crowding labor to the utmost to see which can reach it first, a new impetus will be given to all kinds of mining business. Capital, the greatest need for the first development of all mines, will find its way to this country; reduction works for manipulating the ores, will be erected, and trains will be loaded with minerals daily, for shipment to eastern establishments for treatment.

At present the city is reached by two wagon roads, one of which is open at all seasons of the year, and the other, the "Slumgullion," with one exception, has not been closed on account of snow since it was constructed, four years ago. See "Post Roads" Nos. 76 and 79.

For grand scenic beauty, game of all kinds, including the "speckled beauties" that we all love so well, Lake City is not surpassed in the San Juan Country.

LAKÉSAN CHRISTOBAL is three and a half miles south, reached by a good wagon road, along which the views of scenery are very interesting. The lake is three and one-half miles in length, by one and one-quarter miles in width, varying in depth to eighty feet, surrounded by a forest of pine, cedar and spruce, and flanked on the sides by high mountains, which, in the clear pure waters, are reflected with wonderful minuteness. The scenery is most beautiful, and in the near future this will be one of the most charming summer resorts in the state. The lake is owned by J. M. Gummey, Esq., who, in addition to the native trout has placed
in the waters a stock of salmon and Michigan white fish, that are doing well.

From the City there are many objects of interest that should be visited by the tourist, too numerous for us to enumerate, at all of which, the beautiful and instructive predominates. Come and see for yourself; and if you can secure friend Olney, of the Silver World, as a companion, you will be assured of a pleasant and delightful tour; one never to be forgotten.

The stage road to Ouray is down the Lake Fork of the Gunnison to Barnum’s, north, twenty miles; thence via Willow Springs, twelve miles; Cimmaron, thirteen miles; Cedar Creek, thirteen miles; Los Pinos Agency, thirteen miles; Dallas, thirteen miles, and Ouray twelve miles. Total, ninety-six miles. Fare, $1.13. “Post Roads” No. 76 and 79. To Gunnison City, north-east sixty miles; fare $0. Alamosa, via Del Norte, south-east, one hundred miles; fare, $18. South Arkansas, north of east 123 miles; fare, $18. Denver, 340 miles, rail and stage; 217 miles by rail; fare, $11.65. Total fare to Denver, $39.65. Sherman, southwest, sixty-six miles; fare $2.50. Animas Forks, southwest via Sherman, thirty-one miles; fare $4.75. “Post Roads” No. 77. Capital City, west, nine miles; fare, $1.50. Rose’s Cabin, west, fourteen miles; fare, $2. “Post Roads” No. 18. These routes are all daily. Ouray can be reached by trail in twenty-seven miles, due west, and it is a villainous one.

Larkspur—Douglas county, is a way-side station and post office on the Denver & Rio Grande Railway, forty-three miles south from Denver. Fare, $2.80. Although this is Larkspur, you will not see the “lark” or the “spur,” unless the former is a “cowboy,” and the “cattle on a thousand hills,” are larks; but one thing is certain, when the cattle get on a lark, it requires a great deal of spur to overtake them. Hence the name. Tour 6.

La Porte—La Ponder county, is one of the oldest “burghs” in northern Colorado, once an important station on the Overland Stage route across the continent. It is situated at the eastern base of the mountains, on the Cache la Poudre river, surrounded by a perfect forest of shade trees. Population 150. La Porte is one of the finest locations in Colorado for hunting and fishing. It is three miles west from Fort Collins, and of easy access from that place. “Post Roads” No. 2. See Tour 1.

Las Animas—Bent county, on the south side of the Arkansas river, is on the line of the Atchison, Topeka & Santa Fe Railway, eighty-seven miles east from Pueblo. It is situated in the midst of the finest body of agricultural land in southern Colorado, extending for forty miles up and down the river, and about fifteen miles in width. Altitude 3,925 feet. With irrigation, crops of all kinds can be raised in abundance, as the soil is exceedingly rich and quick. Stock raising is also an important industry, the country surrounding a high rolling prairie on which roam at will, immense herds of cattle and sheep.

Fort Lyon is on the opposite side of the river, two miles distant, and Old Fort Lyons twenty-two miles further east on the same side. The town contains a number of stores, hotels and some good ranchmen’s homes. Fare, from Pueblo, $4.95. Tour 8.

La Veta—Huerfano county, is on the Denver & Rio Grande Railway, seventy-one miles south from Pueblo, and 191 miles from Denver. It is a small town of about 200 population, nestled in just at the northwestern base of the Spanish Peaks, in as picturesque a locality as can be found in the State. Elevation, 6,970 feet. Everybody stops at Sam Todd’s Hotel.

There are some good buildings in the place, a post office, a grist mill, and, if reports are true, good prospects for the future.

It is reported that silver mines have been discovered near, producing ore that mills $118 per ton; many claims have been staked; copper is also a late discovery, and coal seven miles west, on Middle Creek, and White Sulphur Springs, five miles south.

The first settler in this region, was Col. Franciscus, a Spanish gentleman, who came to La Veta in 1855, and built the house he now lives in. Stock raising is the principal occupation of the people. Fare from Pueblo, $7.15; from Denver, $14.95. Tour 7.

Lawson—Clear Creek county, is a new mining town built up within a few years by the mines on Red Elephant Mountain, at the base of which the town is located. It is a station on the Colorado Division, Union Pacific Railway, forty-six miles west from Denver; fare, $3.55.

In the fall of 1877, several rich quartz mines were discovered on this mountain and large quantities of ore hauled down to the station and shipped east for reduction. Reduction works are now erected here where large quantities of ore are treated daily. The town contains a population of about 500; four stores, post office, hotel, good schools—one with eighty-eight scholars—and several places of public worship. The principal mines are on Red Elephant Mountain, north, named: White, Boulder, Free America, St. James, Young America, Dexter, and Lulu. In “Chin Town,” on the south side of the creek, No. 1, 2 and 3, Jo. Reynolds. La Cross and Wall Street, are the principal working mines. From three to five cars of ore are shipped from Lawson daily. Tour 2.

Leadville—County seat of Lake county, the great carbonate city of Colorado, is reputed to be the richest mining district in the world. Certainly, the carbonate deposits are enormous, extending over a vast area said to be more than sixty miles in length by ten in width, and yielding in silver and lead from $40 to $2,000 per ton.

It is near the site of California Gulch of 1859, famous for its gold placer diggings, from which over $5,000,000 was taken, from date of discovery to 1864, when they were abandoned.

The town of Leadville was organized in February, 1878, and increased in population so rapidly that in February, 1879, a city organization was effected.
At that time the total population was 5,040, which gradually increased, until in June, 1880, the census gave 15,185, of which number only 3,794 were females. Altitude of the city is 10,200 feet.

Commercially and in population, this city ranks the second in the state—Denver being the first. It has six banking institutions, a great number of wholesale establishments of all kinds, with hotels, shops, and small business places in great numbers. Three daily and weekly newspapers, the Chronicle, Herald and Democrat, one Grand Opera House, (Ta-bor's) and five theatres or places of amusement, called Grand Central, Coliseum, New Leadville and Montalto's theatres, and Turner Hall; two hospitals, Ladies' Relief and St. Vincent's; two railroad lines, the Denver & Rio Grande, and the South Park Division of the Union Pacific Railway; two telephone and two telegraph companies; eight schools; seven churches, Baptist, Catholic, Annunciation, Christian, Episcopal, Congregational, Presbyterian and Methodist. The Masons have three lodges; Odd Fellows two; the Temperance people have a club; benevolent societies number seven; with one Gas company and one Water Works company. Of smelting and reduction works there are sixteen; foundry and machine shops, four; hotels thirteen, chief of which are the Clarendon, Windsor and Grand; of mining companies, well really, there are hardly enough figures to enumerate them, or the mines in the vicinity. The Leadville Trotting & Running Association have a half mile track, four miles west, with good buildings and well fenced. Two large brick buildings are in course of erection that when completed will be the finest in the state; one for a Court House and the other a Post Office. Besides these there are a great number of fine brick business blocks and private residences. Of lumber yards there are eighteen, some of which do an immense business, each of which represent from one to three saw-mills in the county, besides buying largely of Chicago dealers. Life and fire insurance is represented by sixty companies; among the professions are fifty-four physicians and one hundred and two lawyers.

By the completion of the railroads to the city in the spring of 1880, many thousands of people who had been engaged in the transportation of freight, wood, hay, merchandise, etc., together with great numbers of others who were directly or indirectly interested in the business, were compelled to seek other occupations, or move west. Many went to the Gunnison and the San Juan country, each, spreading the report: "Leadville is dead." "Leadville has played out." By this exodus, which included many disreputable characters, who lived from the money thrown around by the teeming community, Leadville lost about 4,000 of her population, but those who remained are a solid, substantial class of citizens. Then, again, the strikers, who held the city for nearly two months in terrorism, retarded business very much, causing three of the leading mines to stop business for six weeks; but for this, the bullion yield for the year would have been much greater. The city is surrounded by a number of mining camps which are tributary for business, and add materially to its prosperity, chief of which are Oro, Evans, Tabor, Adelaide, Howland, Alexander, Soda Springs, etc., etc.

The Bullion yield of Leadville, for 1879, was $10,189,521; an average of $849.125 per month. "Leadville played out," yielded in 1880, $15,040,715; an average of $1,233.303 per month, which proves conclusively that "Leadville is dead."

In proof of the above total, the yield of the smelters for 1880, are as follows:

<table>
<thead>
<tr>
<th>Company</th>
<th>Bullion Yield</th>
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<tr>
<td>Grant Smelting Company</td>
<td>$4,018,200</td>
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<tr>
<td>Eddy, James &amp; Co</td>
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<td>La Plata</td>
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<td>Leadville</td>
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<td>American</td>
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<td>Billing &amp; Eilers</td>
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<td>California</td>
<td>702,838</td>
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<td>Dickson &amp; Co</td>
<td>63,961</td>
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<td>Little Chief</td>
<td>109,072</td>
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<tr>
<td>Taylor &amp; Brunton mill</td>
<td>62,200</td>
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<td>Ohio &amp; Missouri</td>
<td>822,836</td>
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<tr>
<td>Cummings &amp; Pinn</td>
<td>1,231,213</td>
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<tr>
<td>Gage, Hagan &amp; Co</td>
<td>213,697</td>
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<td>Colorado Prince mill</td>
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<td>Gulch mines</td>
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</table>

Total: $15,040,715

In addition there were at the close of the year 28,250 tons of ore on hand at the smelters, which is an increase of 15,000 tons over the amount of last year. This will make an increase of about $1,000,000, which brings the approximation of the entire production to over $16,000,000.

The product of 1879 was $10,189,521, which, compared with that of 1880, shows an increase for the year past of over fifty per cent. in the export. Verily! "Leadville is dead."

In 1880, the mining companies in this "dead" city, paid to men and teams, monthly, the sum of $230,700, and $6,000,012 for the year in dividends, besides having at the close of the year a surplus of cash on hand of $920,000.

Of the 10,000 men in Leadville, at least 5,000 are directly engaged in mining, producing on an average a little over $3,000 a year to the man. The equal of this startling production cannot be found in the world. Yet it is approximately true of all the well opened mining districts of the State. The main advantage Leadville has over its neighbors, is in the ease of extraction, and the heavy profit on the ores raised. But the fact remains that all the gold and silver bullion sent to market at Leadville, is produced by a small fraction of its population. The rest are engaged in "prospecting," and all the ramifications of the channels of commerce, agriculture, manufacture, building, extending railways, etc., etc. Every season broadens the area of min-
ing, opens new fields for the employment of labor, increases the yields, and gives a powerful impetus to every phase of internal growth. Just so long as this work goes forward, everything will be pushed forward by an irresistible force, and the Leadville of 1890 will be a city of 75,000 souls, producing annually a like amount in millions of gold, silver, and precious metals. The mines of Leadville and Colorado are practically inexhaustible, and were there no more discovered, those that are known to be rich and profitable to work, would require the labor of millions of hardy miners for many years to work out. Distances and fare: Denver, by rail, 172 miles, via South Park, fare $15.00; via Pueblo to Denver, 279 miles, fare $15.00; Buena Vista, thirty-six miles, fare $3.45; Kokomo, twenty miles north, fare $1.50; Red Cliff, northwest twenty-six miles, fare $3.00; Twin Lakes, thirteen miles by rail to Hayden, fare $1.35, and four miles by stage, fare $1.50; total fare, $2.85. See "Tour 6" for more about Leadville.

**Lincoln City**—Summit county, is on French Gulch, four miles east from Breckenridge; population 150. One store, two hotels; the Wheeler and Perkins; three furnaces, one stamp mill—fifteen stamps—one steam saw mill, and several companies engaged in hydraulic mining, comprise the town.

The principal mines being worked are: Cincinnati, American Union; Elephant, Governor King, Queen of the Forest, and Bismarck, which run as high as $300 in silver—galena; many other lodes not sufficiently developed to know their value.

Lincoln is surrounded by mountain peaks, set in the midst of perpetual evergreens. No regular conveyance from Breckenridge. From Jefferson, fifteen miles, via French Pass; stage fare, $3.35; from Denver, ninety-five miles, via South Park Division, Union Pacific Railway, and stage; total fare, $8.35. **Tour 6**.

**Linwood**—Las Animas county, on the Las Animas, or Purgatorie, or Picketwire River, is three miles east from Pulsatil, a station on the Atchison, Topeka & Santa Fe Railway; population, about 150, all of whom are engaged in either farming or stock-raising. It is ten miles east from El Moro, and fifteen miles from Trinidad. Laborers, such as stockholders and farm hands are in demand; the wages range from $15 to $35 per month, and board.

Where the land in this section is irrigated, wheat yields as high as sixty bushels per acre; oats often 100 bushels, though fifty is about the average, that will weigh forty pounds to the bushel. Alfalfa, and native grapes grow luxuriantly, the former cutting about eight tons to the acre, at three cuttings during the season, and sell readily at $20 per ton.

Vegetables, with the exception of Irish potatoes, do well; corn is a poor crop. The lands along this river, from its mountain source to the Arkansas River, 150 miles, is one of the most productive in the State, but it must be irrigated to produce good crops. The raising of cattle, sheep and goats, is the great industry, as water for irrigation cannot be procured sufficient to utilize but a small portion of the lands, and the balance are the best grass lands in the world. Distance from Pueblo, 134 miles; fare $8.15.

**Little Buttes**—A small station on Fountain Creek and the Denver & Rio Grande Railway, in El Paso county, ninety-four miles south from Denver, a water-tank, in the midst of a cottonwood grove. Some good farms in the vicinity, to the westward, on Little Fountain Creek.

Game, such as antelope, deer, elk, bear, wild turkey, etc., at different seasons, are plentiful. Fare from Denver, $6.15. **Tour 6**.

**Littleton**—A thriving town of a few hundred inhabitants, with post office, stores and hotels; is a station on the Denver & Rio Grande Railway, Arapahoe county, ten miles south from Denver, on the east and west banks of the Platte River, having a station, also, on the South Park Division, Union Pacific Railway.

It aspires to become a suburban home for the business men of Denver; fare, sixty-five cents. Ranching, stock-raising and "truck farming" is the occupation of the people. **Tour 6**.

**Livermore**—Larimer county, on the Cache la Poudre River, is a small post office hamlet, fifteen miles northwest from Fort Collins, in a country rich in native grasses and well stocked with cattle and sheep, on "Post Roads" Nos. 2, 57 and 60. Fare from Fort Collins, $2.50. Game, including antelope, is abundant in the vicinity of the town, and trout can be caught in all the streams.

**Longmont**—This is one of the most important towns in Boulder county. It is situated on the high prairie sloping to the southward, about half a mile north of St. Vrain River, the waters of which are taken out about seven miles west of the town and conducted in ditches over the highlands on each side of the river, producing large crops of wheat, barley, oats, corn and other crops annually. Wheat in large quantities is shipped from here, besides what is ground in three mills located near the town. Wheat often yields thirty bushels to the acre; oats fifty.

Longmont has three church edifices, two schools, two hotels—the St. Vrain and the City—ten stores, and a great many kinds of shops and small establishments. The Longmont Post is a live weekly, published here. Population about 500.

The streets are laid out at right angles, and are ornamented with shade trees of various kinds, as are many of the private residences. See "Post Roads" No. 4. See also "Estes Park."

Longmont is on the line of the Colorado Division, Union Pacific Railway, fifty-eight miles north from Denver; fare, $2.50. **Tour 1**.

**Long's Peak**—Or Highland, is a small station on the Colorado Division, Union Pacific Railway, Boulder county, sixty-three miles north from Denver; fare, $3.15. It is situated in the midst of the best farming section, on a high mesa, most of which are irrigated lands. It is directly east from
Long's Peak, distance, thirty miles, but don't peak up quite as high as its big namesake, to the westward. *Tour 1.*

**Lone Tree**—Is a small station, situated on Lone Tree Creek, and the Colorado Division, Union Pacific Railway, 124 miles north from Denver; fare, $6.25. The country is a high rolling prairie on which sheep and cattle range and fatten the year round. *Tour 1.*

**Loma**—Rio Grande county, is a small hamlet on the Rio Grande, opposite Del Norte. See “Del Norte.”

**Lost Trail**—Hinsdale county, is a post office and ranch hotel, on the Rio Grande, and stage road between Alamosa and Silverton, in a timbered, mountainous and wild locality; thirty miles east from Silverton and 110 miles west from Alamosa; fare, $16.50. Game is abundant; and also, trout, but the accommodations are—well, camp out, that's the best. “Post Road” No. 76.

**Los Pinos**—Gunnison county, on the Uncompahgre river, is a Government Post on the Ute Indian reservation, in the midst of a very fine agricultural country. The “post” consists of the usual government buildings with an Indian Agent, and a few soldiers, traders and contractors. Ten miles north is situated the old Chief Ouray's house, between which and Los Pinos the government are building extensive barracks for their soldiers.

The post is situated twenty-five miles north from Ouray; fare, $3.00. Alamosa via Lake City, 180 miles; fare $29. South Arkansas, 154 miles; fare $23.50. Denver via rail and stage, 371 miles; fare $35.15. Coach daily. “Post Roads” Nos. 76 and 75.

**Los Pinos**—Conejos county, is a small station with the usual station buildings and nothing more, on the San Juan Extension of the Denver & Rio Grande Railway, thirty-two miles west from San Antonio. Fare, from San Antonio, $3.00; from Denver, 311 miles, fare $26.70. *Tour 7.*

**Lost Park**—Gunnison county, a new mining camp of half a dozen cabins, situated two miles west from Taylor River, about eight miles west from Bowman, and twelve miles east from Gothic. The rock first discovered is a honey-combed quartzite, showing brilliant pyrites of iron in abundance. The assays give $150 to $400, per ton. Reached by trail.

**Louisville**—Is a small hamlet of about 200 persons where are located an extensive coal mine. It is in Boulder county, on the Colorado Division Union Pacific Railway, and a branch of Coal Creek, thirty-six miles northwest from Denver. Fare, $1.90. It is a beautiful little valley, most of which is under cultivation. *Tour 1.*

**Loveland**—Is situated on Big Thompson River, Laramie county, and Colorado Division Un-
ion Pacific Railway, seventy-five miles north from Denver. Fare, $3.75. This town is named for the president of the "Central," and the people of Loveland Station have become, to a great extent, inspired with the same spirit of progress that animates him, as is manifest in the improvements on all sides. The Reporter is a weekly paper published here. Stores, a good station building, some fine private residences, and an air of thrift pervades the scene. Wheat, oats, barley and corn are the principal productions—of the first two named the crops are very abundant. See Tour 1. "Post Roads" No. 5. See, also, "Estes Park."

Lucero—Las Animas county, is a small hamlet on the road from La Veta to Stonewall, on the branch of the Las Animas River, five miles north from Stonewall. See "Stonewall."

Lulu—is a new mining camp situated on the North Fork of the Grand River, in Grand county, (Middle Park,) about fifteen miles north from Grand Lake, with which it is connected by a good wagon road.

Five miles from Lulu northwest, are the Rabbit Ear Mines, where some good prospects have been found. The ores of this region carry galena, sulphur, copper, and some grey copper. Those being worked are from $60 to $180 per ton. The Wolverine, Carbonate, Storm King and Rustic, are working. The mountains are alive with game of all kinds, and the streams with fine trout.

Lulu has a post office, stores, hotels, and a scattered population about the mines of 500. Lulu is seventy-six miles north from Georgetown, via Grand Lake; stage four times a week, fare $10.00; from Denver, by rail and stage, 113 miles, fare $14.30. See "Post Roads" Nos. 12, 18 and 60.

Magnolia—Boulder county, is a post office and small mining camp, nine miles southwest from Boulder, surrounded by mountains and grand scenery. It is on "Post Roads" No. 6, via Orodeán. Fare, $1.25.

Malta—Lake county, is situated on the Arkansas River, at the junction of California Gulch, about two miles southwest from Leadville by wagon road, and five miles by rail. It is on the "joint track" which is operated by the Denver & Rio Grande and the South Park Division, Union Pacific Railways. Altitude 9,613 feet. Malta is the junction of the Eagle River Extension of the Denver & Rio Grande Railway, which is building to Red Cliff, twenty-six miles north. The greater part of this distance is completed, and the whole line will be done early in the spring of 1881. We understand the Rio Grande Company intend to locate their machine, repair, and car shops at this place. This will be the grand junction, and Maltezans are trying to make themselves believe that this, and not Leadville, will be the carboncity of the future. There are several smelting works near Malta, but they will appear in the description of Leadville where they more properly belong. Tour 6. Fare to Leadville, fifty cents.

From Denver, 166 miles, fare $14.60, via either the Denver & Rio Grande or South Park Division, Union Pacific Railway.

Mahouville—Chaffee county, two miles northwest from Buena Vista, a post office, surrounded by stock raisers. Distance 137 miles from Denver; via rail, 135 miles; no regular conveyance for the other two miles; fare $1.65.

Manassa—Conchos county, is situated on the Rio Grande Del Norte, ten miles northeast from San Antonio, and twenty-three miles south from Alamosa. It is a town of 500 souls, all belonging to the Mormon faith, and all engaged in agricultural and stock-raising pursuits. This colony belongs to the Josephite branch of the church, do not practice or believe in polygamy, and are good, law-abiding citizens. The site selected for their town is in the midst of the finest lands in the San Luis Park, the greater portion of which, is easily irrigated, and the balance can be by building a canal and taking the water from the Rio Grande far above, which we understand is the design of the people, and will be completed at an early day. No regular conveyance. See "San Antonio," for Distances and Fares.

Mancos—La Plata county, on the Rio Mansos, is a small agricultural town where grains, except corn, and all kinds of vegetables, grow to perfection. Stock-raising is also an important industry. It is fourteen miles west from Parrott, and twenty-two miles southeast from Dolores, with which it is connected by trail. "Post Roads" No. 69. Along the Mancos River are many old ruins of cliff houses; a description of some of them will be found under "Ancient Ruins."

Marshall—Boulder county, reached by the Boulder & Caribou Branch, is six miles south from Boulder City, on south Boulder River. Here are located the Marshall Coal Mines, the first discovered, best developed, and most profitable in the State. The mines are worked to their full capacity, loading several trains of cars daily. Along the river bottom are some of the best farms in the county. Small grains and vegetables do exceedingly well when irrigated, and many large canals and ditches have been constructed for this purpose. Above the line of these ditches the country is devoted to grazing cattle and sheep. Fare from Boulder, fifty cents. For other distances and fares, see "Boulder."

Marshalltown—Saguache county, a ranch and post office, on the Marshall Pass wagon road, thirty-six miles west from South Arkansas, and sixteen miles west of the "Range." Daily stage; fare, $5.50. "Post Roads" No. 79.

Marysville—Chaffee county, is on the South Arkansas River, seven miles west from Poncho Springs, on the Marysville Branch of the Denver & Rio Grande Railway. It is a small mining town, of 561 population, with two smelting works, and a number of stores and hotels, principal of which is the Hughes House.
There are many mines in the vicinity, some of which are said to be very rich. Stock-raising is also one of the occupations of the people, as the surrounding country produces fine grasses and ample water, which, together with a good home market, makes the business a very profitable one. From Denver, 220 miles; fare $12.50. Tour 6.

Manitou—El Paso county, where are located the celebrated springs of that name, is eighty miles, by all rail, south from Denver, five miles west from Colorado Springs, and fifty miles above Pueblo, situated at the very foot of Pike's Peak, on the north side, in as romantic a little nook as one can conceive. They are six in number named: Manitou, Navajo, Ute-Soda, Shoshone, Iron Ute, and Little Chief. Prof. Loew, of Llcier Wheelers exploring expedition, gives the analysis of the different springs as follows:

**THE MINERAL SPRINGS AT MANITOU.**

In 100,000 Parts of Spring Water are Contained—

<table>
<thead>
<tr>
<th>OF</th>
<th>Navajo</th>
<th>Manitou</th>
<th>Ute Soda</th>
<th>Shoshone</th>
<th>Iron Ute</th>
<th>Little Chief</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carb. of Soda</td>
<td>0.06</td>
<td>23.26</td>
<td>23.92</td>
<td>83.80</td>
<td>53.34</td>
<td>15.15</td>
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<tr>
<td>of Lithia</td>
<td>0.07</td>
<td>6.24</td>
<td>trace</td>
<td>trace</td>
<td>trace</td>
<td>trace</td>
</tr>
<tr>
<td>of Lime</td>
<td>0.54</td>
<td>48.00</td>
<td>40.00</td>
<td>100.60</td>
<td>69.04</td>
<td>75.29</td>
</tr>
<tr>
<td>of Magnesia</td>
<td>31.66</td>
<td>20.51</td>
<td>6.19</td>
<td>14.56</td>
<td>13.01</td>
<td></td>
</tr>
<tr>
<td>of Iron</td>
<td>trace</td>
<td>1.49</td>
<td></td>
<td></td>
<td>5.78</td>
<td>3.29</td>
</tr>
<tr>
<td>Sulph. of Potassium</td>
<td>16.51</td>
<td>13.35</td>
<td>trace</td>
<td>trace</td>
<td>trace</td>
<td>trace</td>
</tr>
<tr>
<td>of Soda</td>
<td>18.13</td>
<td>19.71</td>
<td>13.24</td>
<td>37.06</td>
<td>50.88</td>
<td>51.88</td>
</tr>
<tr>
<td>of Iron</td>
<td>20.38</td>
<td>46.95</td>
<td>13.93</td>
<td>43.72</td>
<td>31.39</td>
<td>47.97</td>
</tr>
<tr>
<td>Sulph. of Potassium</td>
<td>14.47</td>
<td>2.01</td>
<td>trace</td>
<td>trace</td>
<td>2.09</td>
<td>2.23</td>
</tr>
<tr>
<td>Total solid constituents</td>
<td>301.00</td>
<td>299.09</td>
<td>97.49</td>
<td>281.82</td>
<td>210.87</td>
<td>218.48</td>
</tr>
<tr>
<td>Degree of Fahn</td>
<td>Free</td>
<td>Carbonic Acid</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>hot</td>
<td>60.3</td>
<td>56.5</td>
<td>48.5</td>
<td>44.3</td>
<td>43.4</td>
<td></td>
</tr>
</tbody>
</table>

These springs are highly recommended for their medicinal qualities. The early emigrants of 1850-1860 often used the waters of the Navajoee Spring for making bread; by the addition of a little acid it makes a very fine article.

Manitou—in the summer, is a busy town, of 1,000 or more people—all bent on enjoyment. A large Opera House is being built, to be ready for 1881. Fountain Creek ripples through the place, along the banks of which are many trees—cottonwood, pine, cedar and willow. Cosy little cottages peep out here and there from among the trees, rocks, and gulleys, as though afraid their secluded retreat would be discovered. Many new buildings were added to the town during 1880, several hotels built and others enlarged, and yet, often the demand for accommodations exceed the supply. There are now five large hotels, the Beebe, Manitou, Cliff, Iron, and DeWitt, besides many small cottages to rent and boarding houses in scores. The Cliff is the only hotel open in winter. The Manitou Branch of the Denver & Rio Grande run in connection with all through passenger trains on the main line. Fare, from Denver, $5.20.

The scenery surrounding Manitou is immense and very beautiful. Some of the most interesting objects of interest, with their distances from Manitou, are: Garden of the Gods, three and one-half miles; Glen Eyrie, Queen's Cañon, to Devil's Punch-Bowl, five and one-half miles; to Cheyenne Cañon and Seven Falls, ten miles; Summit of Pike's Peak, nearest trail, ten miles; Monument Park, with Mammoth Anvil, Dutch Wedding, Vulcan's Workshop and Dunce's Parliament, ten miles; Buxton's Glen, Iron Spring and Ute Pass, one and one-half miles.

Game is not as abundant as formally, but by going from five to ten miles away, game is game, can be found. Fare to and from Manitou and Colorado Springs, twenty-five cents. To Denver, fare $5.20. "Post Roads" No. 38. Tour 6.

**Meadow's**—Pueblo county, is a small station on the Arkansas River bottom, and the Denver & Rio Grande Railway, nine miles west from Pueblo, so named for the meadow lands in the vicinity. Fare from Pueblo ninety-five cents; from Denver, 129 miles, fare $8.75. Tour 6.

**Mears**—Chaffee county, is in the extreme southern portion of the county, on the Mountain and Poncho Pass wagon road, five miles south from Poncho Springs, a wayside post office on "Post Roads" No. 79. Fare from Poncho Springs, $1.00.

**Meeker**—Summit county, formally the White River Indian Agency, is situated in Agency Park, on the White River, 161 miles south from Rawlin Springs, a station on the Union Pacific Railway, with which it is connected by stage three times a week, requiring forty-five hours time. Fare, $18.00; express matter, ten cents per hundred; population, 600, mostly Indians, Soldiers and government employees. Laboring men are in demand, at wages from $2.50 to $3.00 per day, and board. But little farming is done in the vicinity, and what was once attempted in the way of teaching the Indians, caused the death of one of the best hearted men that ever set foot in Colorado, N. C. Meeker, who was murdered and horribly mutilated September 29th, 1879, the same day that Colonel Thornburgh and fourteen of his command were ambushed and killed while on their march to the relief of the Agency, which had been threatened for many months. That Mr. Meeker was a good, honest and conscientious man and agent, there is not a doubt, but that the policy of threatening Indians without the means immediately at hand to enforce compliance, is an incorrect one, does not admit of a doubt.

If the Government wants the lands occupied by the Indians, let it stop making treaties, take possession of them, then lay down a policy well backed with the power to enforce it, place the Indians in the Alms houses—together with the 80,000 foreign born that now occupy them—where, should further massacres occur, the Government would be the gainer,—where Greek could meet Greek.

**McGee's**—Chaffee county, a small station on the line of the South Park Division Union Pacific Railway, 126 miles from Denver. Fare, $10.80. It is situated on the western slope of the "range" border.
Mirage—Elbert county, on Big Sandy River, and the Kansas Pacific Division Union Pacific Railway, 117 miles east from Denver. Fare $5.70. Stock raisers have large herds running over the country, which is occupied for no other purpose. See Tour 4.

Middle Park—Is situated in Grand county, at an average altitude of 8,000 feet above sea level, surrounded by high mountain ranges, the highest peaks of which are covered with perpetual snow. The Middle, is separated from the North Park by the “Continental Divide,” over which the usual route is via Muddy Pass. Altitude, 8,870 feet. On the east is the Front Range of the “Rockies,” crossed by the Berthoud Pass; altitude, 11,350 feet; and the Boulder Pass, altitude, 11,670 feet. To the south and west rise the Williams and Park Ranges, through which canons the Blue and Grand Rivers. Middle Park is about forty miles long by thirty miles wide, and is the best watered of all the mountain parts of Colorado. Medicinal springs, hot and cold, in great varieties, abound. The sparkling lakes and mountain scenery are unsurpassed for varied beauty and grandeur, while for game of all kinds, trout fishing, etc., the Middle Park has no equal in the world.

The wagon road from Georgetown, via Berthoud Pass, follows along down beside the railroad track, and crosses Union Pass, as described in Tour 2, and reaches Empire City in four miles. At Empire the road turns west, up Clear Creek, through a narrow valley, well wooded, with high mountains and grand scenery on both sides for seven miles; thence three miles by a zig-zag, dug-way, to the summit of Berthoud Pass. At the summit is a hotel kept by a Mr. Guskill, where rustic accommodations are provided, in a rustic way. From the summit the road descends by other zig-zags, through tall pines and spruce, eleven miles to “Cozenz’s” hotel, Frazier post office, on Frazier River, in the eastern edge of the Park. Ah! This is a charming place to stop; plenty of trout and game, rich milk and butter, with fine accommodations. Following down the Frazier River six miles, brings us to Junction Ranch, of questionable fame, where the Rollins wagon road comes down from Boulder Pass. Six miles further we find
the Twelve Mile Ranch, kept by a Mr. Ostrander, where the road for Grand Lake branches off to the northward. Distance, twenty-three miles. Continuing west, the Hot Sulphur Springs are reached in twelve miles, and ten more come Troublesome, and sixty-five miles more, the Steamboat Springs. See description of all these places under “Cities, Towns,” etc., also “Post Roads” No. 12.

There is a little farming land in the Park, where potatoes and vegetables are successfully raised, but the principal business of the people is stock-raising.

Mineral City—San Juan County, is a promising mining camp, situated on the western slope of the Uncompahgre mountains, near timber line; altitude 11,474 feet above sea level. The mines in this camp are numerous, and prospect rich. A large amount of ore is taken out here and hauled on wagons to Lake City, for reduction, which run from $100 to $600 per ton.

On Mineral Point Mountain, to the southward, is located a number of mines belonging to a Chicago Company, of which Mr. J. H. Mountain, so long connected with the Chicago, Rock Island & Pacific Railroad, as ticket agent, under the Sherman House in Chicago, is manager. The ores run from $150 to $700 in silver, and are thought to be inexhaustible. Works for Reduction are contemplated, when it is to be hoped “Mount” will turn out a stream of silver, equal to the daily earnings of his “pet” road—the renowned Rock Island. The Red Cloud is also a very promising mine on the same mountain.

The town consists of one store, saw mill, several restaurants and saloons, and the requisite number of log cabins for a population of 200. Six miles due east is located Poughkeepsie Gulch: Lake City nineteen miles east; fare, $3.00; Animas Forks three miles southeast; fare, fifty cents; Ouray, is seven miles northwest, by trail; wagon road building. For Distances and Fares east, see “Lake City” and “Ouray.” The route to Ouray is one of the most rugged and picturesque of the San Juan trails. In the seven miles traversed, the average descent is 547 feet to the mile, and in some places 1,000 feet, with yawning chasms, first on one side of the cañon walls, and then on the other, so deep and fearful that one shudders at the thought, long after having passed over the route; where one miss-step would be the last on earth, and the descent into an awful abyss.

The wagon road between Mineral and Ouray, although only seven miles in length when completed, has been three years in building, and not yet done. It runs along on the top of the cañon wall in many places, overlooking the fearful gorge below, affording views of varied scenery, at one grand, rugged, wild and beautiful, beyond description. In this great cañon is the source of the Uncompahgre River, fed by Bear, Red, and numerous small Creeks, some of which reach it by cascades, in one instance, 100 feet in one unbroken fall. Game of all kinds, including the grizzly bear, are numerous in the cañon and around the mountains, and the hunter would find in this section, satisfaction for all his most extravagant desires.

Modoc—Boulder county, is a post office on Left Hand Creek, one mile north from Ni-Wot, a station on the Colorado Division, Union Pacific Railway. It is in one of the richest agricultural portions of the county. It is nine miles northeast from Boulder City, and fifty-four miles north from Denver, fare $2.75.

Monument—is on the southern slope of the “Divide” between Denver and Colorado Springs, on the Denver & Rio Grande Railway, fifty-six miles from Denver, and nineteen miles north from Colorado Springs. Monument Creek is on the west; beyond is the mountains. Very little land is cultivated, and that only along the creek where water can be had for irrigation. Stock-raising and lumbering are the principal business. There are several stores, post office, one weekly paper, and one hotel, the Monument House. See “Post Roads” No. 36; also, Tour 6. Two trains daily.

The mountains, far to the west, show crompings of red sandstone, rising slab-like from their sides several hundred feet in height. Fare from Denver, $3.00.

Monuments—Throughout the region of Monument Park and the Garden of the Gods, are great numbers of picturesque monuments of white, grey, or yellowish sandstone, from eight to fifteen feet in height, surrounded by a dark, protecting cap. The column is more readily eroded than the cap, which is of a much harder stratum of stone. Rain, frost, wind, driving sand and other eroding agents, are the artists that produce forms striking for their unique beauty. Endlich. of Hayden’s Expedition, reports: “Near Antelope Park, on a small tributary of the Rio Grande, lies hidden a spot of unequaled grandeur and beauty. Instead of small monuments at best ten to fifteen feet high, we have here them rising to 300 and 400 feet. Towering far above the surrounding spruce timber, they lift their weather-beaten heads towards the sky. Thousands of others that have appeared as pinnacles beside of giants, stud the locality. Precipitous walls 600 feet in height enclose, as though guarding them, the wonderful groups here displayed. Arches and gateways of ample dimensions, carved by the skillful hand of nature into projecting walls, permit a distant view that is closed only by sharp summits of the Continental Divide. Similar to the spires of ancient gothic architecture do the monuments at places, rise in isolated glory, seeming larger even than they really are from their very position.”

Montezuma—Summit county, is situated on the south branch of the Snake River, west of the “Snowy Range,” and is strictly a mining town. Population, 749. Two stores, post office, the Summit, and Rocky Mountain Hotels, saw mill and smelting furnace, comprise the business portion of the town. Half a mile east is the works belonging to the Montezuma Silver Mining Co. The principal
mines working are: Beil-oats, Tiger, Tiger-Extension, Blanch, Star of the West, Cashier, Modoc, Washington, Silver King, Great Republic and Lancaster. There are many others not working that are said to assay rich.

One mile below the town is situated a fine Sulphur Spring, which will soon have hotel accommodations, baths, etc., for the benefit of tourists. Montezauma is fourteen miles northwest from Webster, fare $3.00, on Post Road No. 40, to Georgetown. "High Line," daily, twenty-eight miles, fare $5.00. "Post Roads" No. 13. From Denver, eighty-four miles via Webster, rail and stage. Fare, $10.00; and $9.30 via Georgetown.

**Monarch—Chaffee county. See "Chaffee."**

**Mount Vernon—Jefferson county, is a small town, post office, hotel and store, at the mouth of Mount Vernon cañon, fifteen miles west from Denver, three miles south from Golden, and three miles north from Morrison. Several quarries of lime rock, lime kilns, and coal mines are near the town, which contains about 100 inhabitants. Rail communication from the north and south, three miles distant, several times each day.

**Moraine—Is in Larimer county, in the mountains, thirty miles west from Loveland, forty-five miles north from Boulder, and thirty-six miles west from Longmont. It is six miles north from Long's Peak, in the beautiful little Willow Park, and about ten miles east of the Continental Divide. The settlers are engaged in stock raising, dairying, and in summer, keeping entertainment for the numerous tourists who throng this and Estes Park, only a few miles to the northward. The beautiful mountain scenery, pure spring water, abundance of game, good trout fishing, finest of resorts for invalids and pleasure seekers, combine to make this, with Estes Park, one of the most attractive resorts in Colorado. Good hotel accommodations are provided, and numerous small cottages for families are for rent. Stage in summer. Fare, $6.00. See Tour 1, "Longmont" and "Loveland."

**Morley—Las Animas county, is a small station on the New Mexican Extension of the Atchison, Topeka & Santa Fe Railway, at the northern base of the Raton Mountains, ten miles south from Trinidad.

**Morrison—Jefferson county, on Bear Creek, at the eastern entrance of Bear Cañon, the terminus of the Morrison Branch of the South Park Division of the Union Pacific Railway. Population, 400. At this place are quarries of Red Stone, extensively worked, of the best quality in the state. All the best stone used in Denver for building purposes comes from this place. Near the town are valuable iron mines, and the erection of steel works are contemplated. Morrison presents many attractions in summer to the tourist. The Kendrick and Evergreen are the principal hotels. Soda Lake, Springs of Soda, Sulphur and Iron, are near. Trout in all the streams, and game in the vicinity. The "Gar-
Horse Shoe; six miles southwest from Fairplay, and ten miles northwest from Garo's. There are some mines in the vicinity, but stock-raising is the chief industry. Fare from Fairplay, 50 cents; hack. From Denver, 117 miles; fare $10.40, via rail and hack.

Nathrop—Chaffee county, seven miles south from Buena Vista, on the Arkansas river, at the junction of the Gunnison Extension of the South Park Division Union Pacific Railway, and the Denver & Rio Grande Railway. The two companies run trains over this Extension to the "end of the track," in connection with regular through trains on each road. The companies have a fine stone depot building here, and the town contains several stores, hotels, saloons, and about 200 population. Pipes are being laid from Chalk Creek, a mile above the town, for the purpose of supplying it with pure water. The Press, a weekly paper, is published here. The country for miles around is good stock raising lands. Some low grade silver mines have been discovered a few miles east, on the opposite side of the Arkansas River. Fare, to Denver, $11.65. Tours 5 and 6.

Nederland—Boulder county, is situated on Middle Boulder Creek, eighteen miles west from Boulder City. Population, 350. The town consists of one large Smelting Furnace, saw mills, stamp mill, several stores and hotels, chief of which is the Mountain House. Its location is most beautiful, being situated in a broad grassy valley, surrounded by distant mountain ridges. Altitude, 8,363 feet. The Nederland Mill works the ores from the Caribou and No Name mines, and have proved a profitable investment to the stockholders. Distance, Caribou, west, four miles; Rollinsville, four miles south; Boulder, eighteen miles, east; From Central City, seventeen miles south, stage, $2.50. Denver, fifty-six miles, rail and stage. Fare, $5.60. "Post Roads" Nos. 10 and 11.

Nevadaville—Gilpin county, post office name, Bald Mountain, is really a suburb of Central City, one mile distant, where are located a great number of mills and mines. Quartz Hill, on which the city is located, is one series of pit-falls, rocks and prospect holes, with hundreds of men engaged in all kinds of work, connected with the mining interests, which alone occupies the attention of the citizens. See "Gilpin County," under the head of "Central City." Nevadaville is thirty-eight miles west from Denver, via the Colorado Division, Union Pacific Railway, to Central City, fare $3.10; no regular conveyance from Central; distance one mile west.

Neigoldston—San Juan county, is seven miles from Silverton east, on Cunningham Gulch, where are located the Neigold Concentration Works. In the vicinity are located the Philadelphia and the Pride of the West. The ores are argentiferous galena, grey copper and chlorides, and average runs give 250 ounces of silver; choice selections $10,000 to the ton. See "Silverton."

Nepesta—Pueblo county, is a small station on the Atchison, Topeka & Santa Fe Railway, twenty-eight miles east from Pueblo, on the south side of the Arkansas River, where it is crossed by the railroad. The country is devoted principally to stock-raising, with some good farming lands along the river bottoms. Fare from Pueblo, $1.50. Tour 8.

New Liberty—Weld county, is situated on the north side of the Cache la Poudre River, in a farming community principally, with a few stock raisers around upon the high lands. Distance, eleven miles north of west from Greeley, and seventeen miles southeast from Fort Collins, on "Post Road" No. 2. Fare from Greeley, $1.00; from Collins, $1.50. Tour 1.

Nigger Gulch—One mile east from Breckenridge, on French Gulch, was in early placer mining days, a busy camp of several hundred industrious miners, now it is only worked by a few men by hydraulic process. From Denver to Breckenridge, 105 miles; eighty-eight miles is via the South Park Division, Union Pacific Railway, fare $7.35 to Como, and seventeen miles by stage, fare $2.50. Tour 5.

Ni-Wot—A small station on the Colorado Division, Union Pacific Railway, in Boulder county, on Left Hand Creek, a branch of the St. Vrain River. This station was named for a mine and mill to be seen at the westward, on the side of the mountain, which it is said is very profitable to the owners. The farming land, along the Left Hand, and in fact all the neighboring streams in this region, are the best in the State. Here are the "Gardens" of Colorado. Distance from Denver, fifty-three miles, fare $2.65. Tour 1.

North Pueblo—Pueblo county, a station on the Denver & Rio Grande Railway, three miles north from South Pueblo station, fare fifteen cents; and 117 miles south from Denver, fare $7.65. Across Fountain Creek, half a mile to the eastward, is located East Pueblo, consisting of a few good farm houses and as many more adobe cabins. Tour 6.

North Park—is in Larimer county, and not, as represented on most maps, in Grand county. This park is one of the least known, yet it possesses more natural advantages than any of the others. It contains about 900 square miles of the finest summer grazing lands in the State; its elevation rises from 7,500 to 8,500 feet. It is enclosed by the Medicine Bow Range on the east, the Continental Divide on the south, and the Park Range on the west, sloping gradually to the north. The surface of the park is a series of undulated ground swells to that of gentle rising hills and towering Cordilleras, that form an unbroken chain from its south to its northern limits, and making one of the most magnificent mountain ranges in the world, by its length, height and immensity. The North Park extends from a high sub-range of the Continental Divide, that separates the North from the Middle Park, to the State line. Through, and
with luxuriant and nutritious grass, common to the mountain parks, with clear limpid streams, combining all the natural beauty that hill and valley, forest and plain, snow and verdure, water and waste can produce. The brilliant, cool, bracing and refreshing atmosphere of the azure firmament assisting the respiration that breathing was exhilarating to the most sensitive lungs as well as assisting the eye to distinguish objects at a great distance. Scenes more replete with beauty cannot be imagined. The meadow of the park, to a casual observer, has the appearance of being boggy, but on close examination the hummocks, so often found on marshy ground, are tufts of grass that have grown for years and remain standing by reason of not having been grazed, burned or mowed off. All the meadows that have been mown, grazed or burned off become smooth.

The best route by which to reach the Park is via Laramie City, Wyoming; by stage, once a week, distance, fifty-two miles. Fare, $1.60.

Ohio—Gunnison county, is a small mining town, situated on Quartz Creek, six miles west from Pitkin, on the line of the South Park Division, Union Pacific Railway, twenty-one miles east from Gunnison City. It has several stores, a hotel, saw mill, a dozen buildings and a population of about 100. It is claimed there are some valuable mines in the vicinity, but up to the time of writing, little has been done on them, farther than the necessary assessment work, to secure the title. Fare from Pitkin, coach daily, ninety cents; from Gunnison, fare, $3.15. See \"Pitkin\" also \"Post Roads\" No. 79.

Ophir—Ouray county, is situated on Turkey Creek, a tributary of the San Miguel, on the western slope. It consists of one store, a hotel, and about twenty-five buildings of all kinds, including two Arastras for working free gold ores. The lodes in the vicinity are numerous and rich. The mines that are working are Gold King and Oceola, sulphur. Mill runs are from $50 to $5,000 gold. The Summit and Alta run $100, silver, galena and grey copper; The Chance $150, silver; Spar $200, grey copper. The above are on Silver Mountain. Opposite, on Yellow Mountain, are located the Montezuma, Parsons, What Cheer and Nevada; run from $150 to $250. Besides the above named, there are many
others not working, that are known to be valuable. Ophir is fourteen miles northeast from Silverton, ten miles north to San Miguel, twenty miles northeast to Ouray, reached by trail. "Post Roads" Nos. 27 and 61.

Orodelfan — Boulder county, situated on Boulder River, three miles west from Boulder City. It has a post office, several buildings, and a large smelting furnace worked by a. Brooklyn, N. Y., Company. From Boulder City, via stage, fare fifty cents. See "Post Roads" No. 6. Tour 1.

Ojo—Huerfano county, is a small station and post office, on the Denver & Rio Grande Railway, seventy-nine miles south from Pueblo, and 199 miles from Denver. Alamosa, fifty-one miles. It is situated on La Veta Creek, just at the southeastern base of Veta Mountain.

A rich copper mine is reported near the station, and the same reports say a smelting furnace is about to be erected to work the ore. Ojo is in a narrow cañon, the upper portion of which is called Abuta Cañon. Up this cañon the cars run about three miles to the mule-shoe, and then, turning, run around on the side of "Dump Mountain," in plain view from the station. Fare from Pueblo, $7.95; from Denver, $15.75. Tour 7.

Oro City—Lake county, is a small mining camp and post office, at the head of California Gulch, three miles southeast from Leadville. Lode and placer mining. See "Leadville."

Osage Avenue—Pueblo county, situated on St. Charles River, at the eastern base of the mountains, where agriculture and stock-raising are the only industries. The amount of agricultural land is only limited by the water supply for irrigation. It is due west fifteen miles from Salt Creek station, on the Denver & Rio Grande Railway, and on "Post Roads" Nos. 16 and 49. Fares unsettled.

O. Z.—El Paso county, is a post office on the Big Sandy Creek, away out on the broad plains, where the cattle and sheep raisers are too much occupied to name their camp. "Old Zounds" applied to the post office department for the establishment of a post office at this place, and being too lazy to sign or write out his full name, wrote his initials, "O. Z.," and hence the name. It is thirty-five miles east from Monument, and twenty-five miles west from River Bend. The former a station on the Denver & Rio Grande, and the latter a station on the Kansas Pacific Division, Union Pacific Railway. "Post Road" No. 36. See both places for fares.

Ouray — County seat of Ouray county, population 1,018, was named for the noted Indian of that name, chief of the Ute Nation, who up to the time of his death, in August, 1880, had always been the fast friend of the white people. The site of the city is one of great beauty, being just inside of the Cañon of the Uncompahgre River, seven miles west from the summit of the mountains of that name, and consequently on the Pacific Slope of the Continent, at an altitude of 7,840 feet above sea level. The little park in which it is situated is nearly round, and only about one-fourth of a mile in diameter. On all sides the cañon walls and mountains rise, range upon range, peak overshadowing peak, all grooved and furrowed by the hand of the Great Maker, from the tiniest wrinkle to a chasm of most gigantic proportions, from the smallest depression and most rugged ravine to one of the grandest cañons in the world. Coupled with this wild scene are cascades, towering pines, leafy shrubs and creeping vines, with mosses, ferns, and delicate tinted flowers; which, with the towering walls, are of every color, shade and hue, sandwiched in, as it were, in the wildest profusion. In the centre of this great circle.—this grand amphitheatre of nature,—compared with which the Coliseum of Rome was an infant, is located the city of Ouray. To the southeast, only a few miles distant, rises Mt. Sneffles, 14,099 feet above the city, together with scores of lesser peaks, all of which are worn into horrible and frightful cañons and gorges by the erosion of centuries, in places choked with debris, and often inaccessible. Words are inadequate to describe the appearance of these wild scenes. Here is a wreck of matter, or an exploded world piled up, dug out, and scattered about in strange and reckless confusion; the fiercely red peaks about lending a brilliant contrast to the long stretches of timber, and the golden shade of the valley of the Uncom—
pahgre, lying far below, and to the westward. The natural wealth of the mineral deposits in this vicinity seems to have been proportioned to its inaccessibility. That the mines are situated in the most rugged places are as readily conceded as the established fact that they are the richest in the country. Three miles below the city the valley of the Uncompahgre is reached, along which, for many miles, are grown vegetables and small grain in abundance. Thus the scenic, mineral and agricultural wealth seem to meet, forming an anomaly seldom found in a mining country.

The principal hotels in Ouray are the Dixon and Grand Central. Two weekly newspapers are published here, the Ouray Times and the Solid Muledoon. Stores of all kinds are here, many of which carry large stocks of goods, also, shops, restaurants and saloons, with schools and churches. Secret orders of all kinds and classes are also here, as well as one large smelting works, one ten stamp mill, one sampling works, and one crusher and concentrating works, the latter belonging to Dr. Hazard, of Philadelphia. Concentrates ten tons of mineral into one ton, a great saving in transportation, when ores are to be shipped east for more perfect treatment than can be had in this country at the present time. Several hot sulphur springs are situated in the edge of the town, fitted with baths for the accommodation of the public, and are well patronized. Coal is found a few miles from the city, said to be a very fair article, but the great industry of the people is quartz mining, and here again we feel our inability to do justice to the subject. The town is surrounded by mining camps, ranging in population to several hundreds, all of which are directly tributary for business purposes, such as the purchase of supplies and the handling and shipment of ores.

Close to the town are located the Yankee Boy, Grand View, Virginibus, and Potosa Group. The Trout, Fisherman, Grey Copper, Johnny Bull and C. A. Weston, carry grey copper, ruby and brittle silver, runs from $250 to $1,700 per ton. The Dexter is also a valuable mine just below.

In Imogen Basin and Sneffles, seven miles south-west, are Hidden Treasure, Millionaire, Bessy Bascom, Norma, Crusader, Hoosier Girl, Emily, Yellow Rose, Grand Trunk, Mark Twain, Wheel of Fortune, Chief Deposit, Pocahontas, Imogen, Buckeye Girl, Seven-Thirty, Highland Chief, Caribou, Highland Lassie, and many others, that run from $250 to $650 to the ton.

A group of mines belonging to Governor Pitkin and friends, four miles from town, the Duke of Edinburgh, Royal Albert and Royal Consort, rich in grey copper, carbonate of copper and copper pyrites, run from $300 to $650 per ton.

On Bear Creek, four miles southeast, are located many valuable mines, chief of which are the Leviathan, Union and Little Maud.

About one mile south is located what is known as the "Mineral Farm," it was discovered in 1875, and was sold in 1878, for $75,000, to the Norfolk & Ouray Reduction Company, who have since worked it vigorously. The "Farm" comprises forty acres of ground, or four claims, 300 by 1,500 feet, the lodes are from ten to twenty feet in width, and carry galena, grey copper, sulphur, chlorides, antimony, running silver and lead from $300 to $700 per ton. There are many mines not enumerated above, that are equally rich, and some hundreds of "prospects" that assay up in the thousands, on which only assessment work has been done.

If the miners of Ouray pray at all, it is for the coming of the "Iron Horse," they consider the completion of the railroad to their city, the one thing of paramount importance. And their prayers are in a fair way to be answered, as two railroad companies are building to Ouray, as fast as men, muscle and money, can do so, and it is quite probable one or both will be completed by the close of 1882.

The Uncompahgre Park commences three miles north from Ouray, and is about fifteen miles in length by six in width, a portion of which is in the Ute Indian Reservation. The greater amount is good agricultural land, where wheat, oats, corn and vegetables are successfully raised, provided the land is irrigated. Nine miles from the city, in the park, is located Hot Sulphur Springs of some note, but until the Indian title to the land is extinguished, it is hardly probable the tourist would desire to know more about them, much less visit them.

Los Pinos agency is twenty-five miles north from Ouray, fare, $3. On "Post Roads" Nos. 70 and 79. Lake City, ninety-six miles; fare, $13. Alamosa, 211 miles; fare, $31.00. South Arkansas, 179 miles; fare, $27.50. Denver, 396 miles via rail and stage; fare, $35.15. Gunnison City, seventy-five miles; fare, $10. All above places are reached by the above post roads. San Miguel, southwest twenty-seven miles by trail. By stage, daily, fifty miles; fare, $5. "Post Roads" No. 28. On same route, Trenchard's, sixteen miles; fare, $2.00. Alder Creek, thirty miles; fare, $5.25. Portland, four miles north; fare, fifty cents. Silverton, by trail, sixteen miles; Mineral Point, trail, seven miles, wagon road building; Lake City, trail, twenty-seven miles; Rio via placerville and Ophir, ninety miles by trail. "Post Roads" No. 27. Poughkeepsie, ten miles by trail. "Post Roads" No. 25.

Pagosa Springs—Conchos county, is the name of a small town, situated on the Old Fort Lewis Military Reservation, now called Fort Pagosa, separated from the post by the Rio San Juan. Here are situated the noted Hot Springs, from which the town derives its name. The Springs are on the south bank of the river, are circular in form, about sixty feet in diameter, boiling up in the middle with great force. Their temperature is 140° Fahrenheit, and are said to possess rare medicinal qualities. The Indians hold them in great veneration, as "big medicine waters," and are said to have a strange legend in regard to them.

The rim of the basin in which the Spring is situated is about ten feet higher than the waters
within, and fully fifty feet higher than the surrounding country for 500 yards distant, gradually sloping away with vent or "pot-holes" on all sides, from which the steam is continually rising.

This great cone-like elevation is formed of alkaline and other deposits from the waters of the Spring; the work of ages. From the vent-holes that are below the level of the waters in the Spring, little streams of hot water are continually flowing, like the waters from an overflowing basin beneath a fountain. These little streams have worn channels in the formation, and are conducted, by the citizens, to rude bath houses, constructed around the base of the cone.

The town contains about thirty people, exclusive of a company of soldiers at the Fort, and we should judge the number of these extemporized baths were much greater, giving from two to ten to each family. In our search for knowledge, and while rambling around this great Spring, we accosted one whom we supposed to be a citizen, but who proved to be a stranger. We approached, and politely requested to know what was the principal occupation of the people of Pagosa. Quick as thought, while casting an eye at the scores of bath houses, came the reply, "Bathing! by G-d, sir." We were terribly shocked at his profanity, but at the same time could not help but think that his "head was level."

Analysis made by Prof. Lowe of the Wheeler Expedition, gives, in 100,000 parts of water:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Parts in 100,000</th>
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<tr>
<td>Carbonate of Soda</td>
<td>4.70</td>
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<tr>
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<tr>
<td>&quot; of Lime</td>
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<td>&quot; of Magnesia</td>
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<td>&quot; of Soda</td>
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<tr>
<td>Silica</td>
<td>5.70</td>
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<tr>
<td>Organic Matter</td>
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</tbody>
</table>

Total: 333.00

Ages, Car. a. c. sul. ly.
Temperature, 140°, Fahrenheit.

The place contains a store, post office, restaurant, several saloons, and one hotel—the Updike.

Distance to Animas City, west, sixty miles, buckboard; fare, $9.00; to Summit Mines, northeast, thirty-five miles, by trail—"Post Roads" No. 76—from which it is twenty-seven miles to Del Norte, "Post Roads" No. 77; Mouth of Navajos, south, twenty-one miles; fare, $2.50; to San Antonio, via Denver & Rio Grande, 125 miles, by stage and rail; total fare, $50.00; to Denver, 404 miles; total fare, $34.20. Tour 7.

Park Siding—Jefferson county, "See Resort."

Parlin—Gunnison county, is situated on Tomichi River, twelve miles east of Gunnison City, fifteen miles west from Pitkin, and forty-nine miles west from Poncho Springs. The place was formerly known as Tomichi. It consists of a hotel, grocery, saloon, and blacksmith shop. It is at the junction of the Marshall Pass, Saguache, Pitkin, and Gunnison wagon roads. Some little farming along the Tomichi, but mostly stock-raising. To Poncho Springs, coach, daily, fare, $7.35; to Pitkin, fifteen miles, coach; fare, $2.25; to Gunnison City, twelve miles, coach, daily; fare, $1.80. "Post Roads" No. 79.

Parkdale—Or Current Creek Station, on the Denver & Rio Grande Railway, is in Fremont county, ten miles west from Cañon City, on the Arkansas River, close above the "Royal Gorge," fare, $1.00.

Park City—a mining village on Buckskin Creek, Park county, three miles west from Alma, on the wagon road from Alma to Leadville, via Musquito Pass, population 200. Quartz lodes said to be rich in silver carbonates. The location at the southern base of Mt. Bross, is in the midst of grand mountain scenery, as well as an abundance of game. Distance from Fairplay, eight miles by hack; fare $1.00; from Denver, 112 miles by rail, to Fairplay; fare $10.80; total fare $11.80. Tour 5.

Parrott—County seat of La Plata county, on the Rio La Plata, at the point where that river leaves the mountains, is a small mining camp of great promise; population 280. The ores are tellurium and free gold. The town was named for a rich banker of San Francisco, who expended large sums of money here in the development of mines. Of over 500 locations, only about twenty have been developed, principal of which are: Comstock, Isabel, Bulldozer, Snowstorm, Ashland and Tenbrook. The ores run from $25.00 to $300.00 per ton—mill runs; assays from $50 to $2,000. Here is an opportunity for some genius to invent a process to extract from the refractory ores all the mineral. Placer mines are also worked in the town. One company has been for many months constructing flumes and works for washing the ground by hydraulic process, which promise success. Two stores, a hotel, and the usual number of shops and buildings for a place of this size, comprise the town. Coal mines are located near, but of poor quality on the surface, which, as the mines are worked, will undoubtedly improve. Stock-raising and agriculture is the principal occupation of the settlers in the country to the south and westward. Grain, except corn, and all kinds of vegetables grow in profusion and perfection. Fort Lewis, the new Government Post, is located on the Rio La Plata, eight miles south from Parrott, on the east bank of the river. The "Post" of that name formerly at Pagosa Springs, has been changed to "Fort Pagosa." Mancos is fourteen miles, and Dolores thirty-six miles west from Parrott, connected by trail on "Post Road" No. 69; with Animas City, by "Post Roads" Nos. 6 and 8; Durango, east sixteen miles via same road, where railroad connection will be made during the summer of 1881.

Pella—Boulder county, is a small town on St. Vrain's Creek, in the midst of farms well cultivated and very productive. It is five miles west from Longmont, with which it is connected by "Post Road" No. 4. See "Longmont." Tour 1.
Petersburg—a small station on the Denver & Rio Grande Railway, Arapahoe county, situated on the east side of the South Platte River, eight miles south of Denver; has a post office, and is surrounded by agriculturists. It was near this station where gold was first discovered on the Platte River, in 1858. The gold was fine and in small quantities, and the "diggings" were abandoned for more distant fields. Fare, fifty cents. Tour 6.

Piedras—Conjos county, is a post office ranch, on the Rio Piedra, at the extreme western portion of the county, close to the northern edge of southern Ute Indian Reservation. The settlers in the surrounding country are mostly engaged in stock-raising. Coal, pine timber, and game abound in the vicinity, and trout in the streams. It is above the average as a "road side" stopping place; situated on the wagon road, between Animas City and Pagosa Springs, twenty-two miles west from the latter, and thirty-eight miles east from the former. It will be near the line of the San Juan Extension of the Denver & Rio Grande Railway, and can be reached from the "end of the track," which is constantly reaching out westward. It is about ninety miles west from San Antonio.

Pine Creek—Chaffee county, is a small station on the "Joint Track" road between Buena Vista and Leadville, thirteen miles north from Buena Vista, and twenty-three miles south from Leadville, situated on the Arkansas River. Lumbering and stock raising, is the
occupation of the settlers in the vicinity. Fare, from Buena Vista, $1.30 * * * * * * * Tour 6.

Pine Grove—Jefferson county, Platte Cañon. This is a station on the South Park Division. Union Pacific Railway, forty-two miles from Denver. Fare, $3.20. It is a coaling station but the wood and tie interest is quite large. Near the station is a hermit’s cabin, occupied by a very aged man, whose history “no fella can find out.” * * * * * * * * * Tour 6.

Pinion—Pueblo county, is a sage brush station on the west side of Fountain Creek, on the Denver & Rio Grande Railway. 105 miles south from Denver. Fare, $2.90; and fifteen miles north from Pueblo: fare ninety cents. Cattle and sheep abound and nothing else, except sage brush. * * * * * * * * Tour 6.

Pine River—La Plata county, is a ranch, hotel and post office, in one building, on the west bank of the Río de los Piños, surrounded by timber and agricultural land, where stock-raising is the principal occupation, and where a little mining is done. To the northward, coal abounds. It is on the wagon road from Animas City to Pagosa Springs, twenty miles east of the former, and forty miles west from the latter. The accommodations for travelers here, we found the best in the whole San Juan country. It is the first and only place where we were reminded of the chicken, and that it laid eggs, and found the meals cooked, without being “wallowed” in grease.

Game is abundant in the vicinity, as are the trout in all the streams. Produce of all kinds raised bring good prices, and laborers are in demand at wages ranging from $30 to $50 per month and board. The place is only four miles north from the Southern Ute Indian Reservation, but the Indians are friendly, never giving the whites any trouble. Twelve miles south is situated the Indian Agency. These Utes, unlike their northern brethren, are engaged in stock-raising—ponies and sheep principally. They receive rations weekly and their allowance of annuity goods every fall. This Reservation, notwithstanding our treaty with the Indians to the contrary, is overrun with the cattle and sheep belonging to white men living just outside of the Indian’s reserve, which results in great loss and disadvantage to the rightful occupants. We understand the Indians have complained bitterly of these wrongs, but can find no redress. The Agent says he cannot expel the white man’s stock: certain influences are too strong for him. The result will be, “oh”—eventually. Our Government makes treaties, claims to be civilized, yet the Indians’ rights—secured by the faith of a “civilized” people—are seldom respected, and when the “barbarian” complains, the ear is deaf to his pleadings. We say a curse to such civilization.

Pine River is reached by stage from the San Juan Extension of the Denver & Rio Grande Railways.

Distance to San Antonio, 148 miles; to Denver, 419 miles. See “San Antonio.”

Pitkin, Gunnison County—is one of the most progressive cities on the western slope; beautifully situated on the north bank of Quartz creek, in a little park, gradually sloping to the southward, surrounded by high timber-covered mountain ranges.
Altitude 9,220 feet; population 1893. It is on the western slope of the Sawtooth Mountains, on the line of the Gunnison Extension of the South Park Division, Union Pacific Railway. The principal occupation of the people is mining, merchandising and lumbering. Pitkin is fully supplied with stores and shops of all kinds, one bank, one sampling works, five saw-mills, good schools, several church organizations and one weekly newspaper.

The Pitkin Independent was established here, July 1st, 1890, by Frank P. Shefford; it is reliable, and strongly devoted to home interests. Principal hotels, Pitkin and European.

The chief industry is mining; the ores are both silver and gold, and assay from $50 to $20,000 to the ton. The principal mines are: Fairview, Silver Eyelet, Little Fer Cent, Sultana, Chloride King, Terrible, Sultan, Wampum, Little Nellie and Silver Age.

Surrounding Pitkin are many little mining camps that are tributary to it for business purposes, and, as an out-fitting point for prospectors. Game of all kinds is abundant in the vicinity of Pitkin, as well as the finest trout, for the labor of throwing a fly.

Virginia City, or Tin Cup, is fourteen miles north; Gunnison City twenty-seven miles west; Alpine twenty-one miles east; South Arkansas sixty-nine miles; Buena Vista, forty-one miles; Leadville seventy-seven miles; Denver 177 miles. Fares from Buena Vista, rail and Stage $5.25; from South Arkansas, rail and Stage, via Marshall Pass, $10.50; from Gunnison City twenty-seven miles, fare $4.; from Denver, by rail, via Alpine Pass, $16.90; “Post Roads” Nos. 64 and 79. Tour 5.

Pierce—Weld county, is a small station on the Cheyenne Division, Union Pacific Railway, sixty-seven miles north from Denver, on the high rolling prairie, between the Cache la Poudre River, and Cheyenne; fare from Denver, $4.80. Tour 3.

Pine Grove—Douglas county, is a post office on Cherry Creek, sixteen miles southeast from Denver. Stock-raising is the only occupation. The grove for which the post office was named is now mostly stumps. “Post Road” No. 32. Fare from Denver, $2.00.

Pinewood—Larimer county, is a post office, ranch, and a few settlers on the south branch of Big Thompson River, twelve miles west from Loveland, on “Post Road” No. 3, to Estes Park. See Loveland.”

Placer—Costilla county, population 350, is a station on the Denver & Rio Grande Railway, on the southern slope leading down from Vera Pass into San Luis Park. It is a regular eating station on the railroad where the best of meals are furnished for the money paid, the motto being “a fair profit, but a square deal.”

The town consists of a fine station building, one Smelting Furnace, three stores, a hotel, and a number of small shops, and some good private residences. Placer has many fine “prospects” in the vicinity, carrying gold, silver and lead. One lode called the Treasure, is said to assay as high as $20,000 to the ton. About four and a half miles north, is situated a famous gold mine; the minerals run seventy per cent. iron and seventeen per cent. silver. A rail track is to be laid to the mine and the ores taken to Pueblo where it will be made into steel implements by the great steel works building at that city. Distance from Placer to Pueblo, ninety-two miles; to Denver, 212 miles; to Fort Garland, thirteen miles; Alamosa, thirty-eight miles.

Placer is situated at the eastern base of Mount Blanca and Mount Baldy, and the tourist desirous to visit either of these lofty peaks, will find this the best point to stop, and prepare for the journey. Game of all kinds is numerous about this neighborhood; it’s the hunters’ paradise. Fare from Pueblo, $9.25; from Denver, $17.05. See Tour 7.

Placerville—Ouray county, on the San Miguel River, thirty miles west from the town of San Miguel. It is a small place; the people are mostly engaged in placer mining along the river. The Bennett Dry Placer Amalgamator has just commenced operations here, but with what success we are not informed. Distance from Ouray, thirty miles by trail. “Post Roads” Nos. 27 and 28.

Platteville—Is a small post office station, on the Cheyenne Division, Union Pacific Railway, situated in Weld county, on the east bank of the South Platte River, thirty-five miles north from Denver; fare, $2.90. The river bottoms are occupied by farmers, and also on the highlands, where water can be had for irrigation, producing good crops of all kinds. Near Platteville the Julesburg Branch of the Union Pacific, joins the Cheyenne Division. Tour 3.

Platte River—A station on the South Park Division, Union Pacific Railway, on the main South Platte River, Park county. For miles above and below this place the grounds are marshy, and many salt springs and salt lakes abound. A few miles south is located the South Park Salt Works, for which, see Tour No. 5. Northwest of the station, one and one-half miles, is Buffalo Springs, which is becoming something of a summer resort. Distance from Denver to Platte River, 113 miles; fare, $9.55. Tour 5.

Platte Canon—Jefferson county. See “Enterprise.”

Platte Valley—Weld county, is a small ranch and post office on the south side of the South Platte River, at the crossing of the Julesburg Branch of the Union Pacific Railway, fifteen miles east from Greeley. Cattle and sheep occupy the country. “Post Roads” No. 3. Fare from Greeley, $1.50.

Platte Station—Park county, is a post office and old stage station, on the Weston Pass wagon road, at the eastern base of the mountains, and eight miles west from Weston Station, on the South Park Division, Union Pacific Railway. Since
the stages and freight teams left this route, the people at the station are mostly engaged in stock-raising. There are some good mineral "prospects" near, but not developed. No regular conveyance.

**Pleasant Valley**—Fremont county. *See "Howards."

**Plum**—Post office name, Sedalia, Douglas county, is a small station on the Denver & Rio Grande Railway, twenty-four miles south from Denver, opposite the mouth of Platte Cañon, on Plum Creek. Stock-raising, principal industry. Fare, $1.60. *Tour 6.*

**Poncho Springs**—Chaffee county, is situated on the South Arkansas River and the Gunnison Extension of the Denver & Rio Grande Railway, six miles west from South Arkansas station. Population, 170. There are a number of general merchandise stores and several hotels, the Cottage Home and Poncho Springs Hotel are the principal ones. The Elgin Smelter, a branch of one in Leadville, is located just below the town, on the river.

The Springs, from which the town derived its name, are located to the south of the village about one mile, away up on the side of the mountain, reached by a good wagon road. There are a great number of these hot springs, the waters of which are conducted a few hundred yards down the mountain to baths, fitted up for the accommodation of visitors. A small hotel and half a dozen of tents "for rent" are provided for the boarders or families who wish to stop awhile to enjoy the waters. These springs, like many other good things in Colorado, are in litigation, and we were unable to procure an analysis of the waters, or any information, further than the price of board and baths.

The board was $11 per week: the baths fifty cents each. When the owners of these, and other springs in Colorado, understand that it is necessary for them to procure an analysis of the waters they have to sell, for the information of the public, these springs will be much better patronized, provided they possess any real medicinal virtues, which can better be ascertained by a reliable analysis of the waters.

It is claimed, these Hot Springs are very beneficial in cases of rheumatism and kindred diseases. One thing is certain, they are patronized to the full extent of the accommodations provided.

Poncho Pass road turns south from the town, and Monarch Pass is due west. The scenery is very beautiful and varied, particularly from the Springs, which are 500 feet higher than the town. Stock-raising, farming and mining occupies the time of the settlers in the town and vicinity. Along the streams, and where water is used for irrigating, good crops of vegetables are raised, and some wheat. Marysville is seven miles west from Poncho; Arborville, twelve miles, and Garfield fourteen miles. Fare, from South Arkansas, fifty cents; from Denver, 223 miles; fare, $12.15. *See Tour 6. Also "Post Roads" 79.*

**Portland**—Oury county, is situated on the Uncomphagre River, four miles north from Ouray, on what is known as the "four mile strip" where vegetables for the Ouray market are grown successfully. One store, ranch, and a few scattered settlers comprise the town. For distances and fares, *see "Ouray."*

**Poughkeepsie**—San Juan county, is situated away above "timber line" near the summit, and on the western slope of the Uncomphagre mountains, twelve miles northwest from Silverton, by wagon road and trail up Cement Creek, and seven miles south by trail from Ouray. It has a store, restaurants, saloons, many comfortable buildings, and a summer population of about 250. It is the biggest little mining camp in the San Juan country. The ores are galena and grey copper, carrying gold and silver. The principal producing mines are: Alaska, Saxon, Alpha, Adelpha, Red and Rodgers. These mines are being worked vigorously; the ores are sent to Crook's works at Lake City, and to the Gladstone Works on Cement Creek, above Silverton. These ores run by mill process from $50 to $125. The Bonanza, Pittsburg, (an extension of the Alaska) and Last Chance, are owned by parties in Kalamazoo, Michigan; one of whom is L. P. Kendall, Esq., post master and editor of the *Telegraph.* The ores do not run high in minerals, but are thought to be inexhaustible. In Poughkeepsie Basin, just below, are located some valuable mines, chief of which are: Alabama, Oberto, Poughkeepsie, and Pride of the Alps, (gold and silver) runs from $50 to $1,000. Also, near by, the Summit, Mountain Queen, Philadelphia, Indian Chief, Washington and Custer, which runs from $50 to $400, galena, grey copper and gold.

Besides the above, there are hundreds of undeveloped mines, on which only assessment work has been done that "prospect" equally rich. The scenery about this region is most rugged and grand. Game is abundant, including grizzly and mule, and an occasional grizzly bear. For fares and distances, *see "Ouray," "Lake City," and "Silverton," the only three points from which the camp can be reached.

**Powers**—Bent county, on the Arkansas River, and the Atchison, Topeka & Santa Fe Railway, 109 miles east from Pueblo. A small station of little note. Fare, $0.20. *Tour 8.*

**Powderhorn**—Gunnison county, is a ranch and station at the junction of the stage roads from Ouray, Gunnison City, South Arkansas and Lake City. Surrounding population about seventy-five, engaged in farming and stock-raising.

Distance from South Arkansas, ninety-five miles; fare, $14.25; from Lake City, twenty-eight miles; fare, $3.75; from Alamosa, 103 miles; fare, $14.25; from Gunnison City, fifteen miles; fare, $2.25. *On "Post Roads" Nos. 75 and 79.*

**Preston**—Summit county, is a small mining camp, three miles northeast from Breckenridge, by saddle trail, and six miles by wagon road. It is sit-
uated in Gold Run Basin, where are located some
good placer "diggings," and extensive canals and
ditches for working them by hydraulic process.
The basin in which they are located is one mile
wide, and about four miles in length—all pay gravel.
The upper part of the basin is a limestone porphyry
formation, where carbonates are found. In the
lower half is a slate formation, in which is located
the Discovery Belt, Intermediate, Adelia,
Timothy, Inferno, and Surles. These lodes contain
gold, silver, copper and lead; assay rich, and are
known to be very extensive.

Preston is three miles from Breckenridge; no reg-
ular conveyance. Mails, by saddle, tri-weekly. See
"Breckenridge."

Price—Conejos county, is a ranch and post
office, with a surrounding population of about 280,
engaged in raising cattle and sheep, lumbering, coal
mining, and farming. It is situated on the Navajo
River, three miles north from the boundary line, di-
viding Colorado and New Mexico, in a most beauti-
ful level basin, through which passes the Little Nav-
ajo, Spring Creek, and the Main Navajo. These are
mountain streams filled with the finest trout, and
the park and mountains with abundance of game.
In the park are five large Mineral Springs, hot and
cold. The largest of these springs is 128 feet in di-
ameter, and the smallest, twenty-eight feet. Their
waters are highly spoken of for the cure of all cut-
aneous afflictions.

The surroundings are mountains, valleys, heavy
pine timber, abundance of grass for hay and graz-
ing, plenty of water power, coal mines, and some
good gold and silver "prospects," also, a Petroleum
Spring. The occupations of the settlers, are put-
ing up hay, farming, lumbering and mining.

Price is a promising locality, eleven miles from
the San Juan Extension of the Denver & Rio Grande
Railway, and twenty-four miles south-east from Pagosa Springs. The first settler in this park was
Barzillai Price, in 1878, who was Clerk of the District
Court of Harrison county, Iowa, from 1862 to 1864.
He has done well in his new home, and is as happy
as a lord.

Distance from San Antonio ninety-eight miles.

Stages daily from "End of the Track," which is
hard to locate, as the end is pushing west daily, and
it will not be long before Price can be reached by
rail, and a short Stage line. See "San Antonio" for
fares.

Pueblo—county seat of Pueblo county, sepa-
rated from South Pueblo, only by the Arkansas
river, is situated on the north bank, a short dis-
tance above its junction with the Fountain Qui
Bouille Creek; population, 3,317. It is connected
by horse cars via South Pueblo, with the Rio Grande
system of Railways, to the north, south and west, and via the Atchison, Topeka & Santa Fe,
with the Eastern world; distances, to Denver, 120
miles; Kansas City, 635 miles; Atchison, 619 miles;
Cañon City, forty-one miles; Leadville, 159 miles;
Alamosa, 130 miles, and by stage, as in "Post
Roads" Nos. 47 and 48. See Tour 6, 7 and 8.

The city is regularly laid out, lighted with gas,
has horse railroads, telegraph, telephone, and all
the modern improvements of the age, with abun-
dance of water, and rows of shade trees lining the
side-walks on each side of the streets, besides
which, streams of pure water are continuously run-
ning.

The county buildings are the best in the State;
the schools are good; church accommodations
ample; most of the denominations are represented.
Pueblo has two banks, smelting works, a planing
mill, rolling mill, foundry and machine shop, two
flouring mills, several poor hotels, and two daily
newspapers; also, Board of Trade, Masonic and
Odd Fellow's Halls, and three places of amusement,
Montgomery's Opera House, Chilcott's and Lotus
Halls. The Democrat, daily and weekly, and the
Colorado Chieftain, daily and weekly, are published
here. The Chieftain, is one of the largest and most
influential newspapers in the State, has the most
complete building, and the largest job department
in southern Colorado.

Pueblo is the centre for a vast extent of agricul-
tural, stock-raising, and mining country, and for its
size, does an immense business, but sadly needs
a good hotel.

Fare from Pueblo to Denver, $7.80; Kansas
City, $27. See Tour 6, 7 and 8. Also, map of
Pueblo and surroundings. Page 61.

Pulaski—Las Animas county, on the Las
Animas, or Purgatoire River, sometimes called the
"Picketwire." It is a cross-roads post office, near
the line of the Atchison, Topeka & Santa Fe Rail-
way. The occupation of the people is stock rais-
ing, coal-mining and farming; good crops are pro-
duced wherever the land is irrigated—and nary seed
without. The nearest railroad station is Hoehnes,
one and a half miles distant. For fares see "Hoeh-
nes." "Post Roads" No. 52.

Quebec — Huerfano county, on the head-
waters of Santa Clara Creek, a small ranch and
post office, ten miles southwest from Santa Clara, a
station on the El Moro branch of the Denver & Rio
Grande Railway. Cattle, sheep, goats and babies,
are the chief productions of the settlers, many of
whom are Spanish—Mexicans. See "Santa Clara."

Quireda—or Bassickville, is in Custer county,
two miles north of Rosita, and four miles east
from Silver Cliff; has a post office, saw mill, smelt-
ing works, a few stores, and about 500 population.
Here is located the celebrated Bassick mine, dis-
covered in June, 1877. It is a "chimney," or
round deposit of ore from six to twenty-five feet in
width. The ore consists of galena, zinc-blend, grey
copper, and tellurides of gold and silver, chloride
of silver and free gold. The ores run, from a depth
of fifteen feet to 150 feet, from $80 to $4,000 per
ton. There are quite a number of good paying
mines in the vicinity, and hundreds of as good "pros-
pects” as the Bassick, at the surface, before much depth was reached. No regular conveyance. See fares to “Rosita” and “Silver Cliff.”

Ralston—Jefferson county, is a small station on the Colorado Division, Union Pacific Railway, four miles north from Golden, and twenty miles northwest from Denver. Fare $1.00. It is situated on Ralston Creek, the lands of which are of the most productive in the State. Farming principally; some stock-raising and coal mining in the vicinity. Irrigation is extensively practiced in this section of country, and has been from an early day. Tour 1.

Raton—Las Animas county, on the Las Animas, or Purgatoire River, is a farming and stock-raising community of about 150 people. The farming lands are limited only by the water supply for irrigation. Distance eighteen miles northeast from Trinidad; east from El Moro fifteen miles, and eight miles from Hochnes station, on the Atchison, Topeka & Santa Fe Railway, from which a tri-weekly buck-board stage connects. Fare $2.00. See “Hoch-ne’s.”

Recon—Summit county, a new mining camp on Ten-Mile near Kokomo. There are in the vicinity, both fissure and contact mines, but placer mining is the principal occupation of the people. See “Kokomo.”

Red Cliff—Summit county, is a new and live mining town, situated on a triangular piece of land, a miniature valley, at the junction of Turkey Creek with the Eagle River, on the east side. Near the town, rise Battle, Griner and Iron Mountains, covered with timber, and, if reports are true, they are filled with gold, silver, and other valuable minerals. The town has a population of about 1,000 hardy and determined people, who, have left the ordinary comforts of life behind them, to come here and wrest from the surrounding hills, gulches and cañons, the golden treasures which they contain. The mines in the vicinity of Red Cliff, during the year 1886, attracted much attention from mine operators, and the opinions of competent experts are, that Red Cliff will soon be one of the principal mining towns of the State. The formation is the Weber-quartzite, the lower, middle and upper carboniferous strata, are in sight in the deep cañons of the streams. A well defined contact between lime and porphyry has been traced for thirteen miles, and prospectors have located claims at various points along the exposed line. A large amount of work has been done during the year since the opening of the camp, principally on prospects and assessment. During the same time several large corporations have begun work. One smelter has been erected, and others are in embryo. Some mineral lodes have been discovered on the Mt. Holy Cross, seven miles southwest, which are said to be very rich, and the present prospects are that, Holy Cross City, will soon be added to the list of mining towns in Colorado. Red Cliff is well supplied with stores of all kinds, has several saw mills and hotels, chief of which is the National. It also has schools, several church organizations, a cornet band, and soon will have a railroad; but one thing is lacking, a daily newspaper. Distance from Red Cliff to

Freight teams climbing Ute Pass.
Leadville, via Tennessee Pass, twenty-six miles, fare $3.00; stage daily—soon will be rail; Kokomo, by trail, fifteen miles; Breckenridge, via Frisco, thirty-two miles; mouth of Gore Creek, ten miles; Grand River, fifty-five miles. Fare from Denver, 208 miles, rail and stage; total fare, $18.00.

Red Hill—A railroad station on the South Park Division, Union Pacific Railway, in the South Park, Park county, ninety-three miles from Denver. Before the completion of the Fairplay branch, stages left here, on the arrival of trains for Fairplay and Alma, four and ten miles distant, to the westward. In the summer of 1880, a fearful powder explosion occurred here which entirely destroyed the place, causing a heavy loss, since which only a station building has been erected. Cattle and sheep herds are to be seen on all sides, with game in abundance. Distance from Denver, ninety-three miles, fare $7.85. Tour 5. Double daily trains.

Red Elephant—Clear Creek county, is a small mining camp, situated on Red Elephant Mountain, one mile north of Lawson, and forty-seven miles west from Denver, via Colorado Division Union Pacific Railway. It consists of post office, one store, and several boarding houses and miners’ homes; population, 300. On this mountain, in 1865, a prospector picked up a small piece of “Blossom Rock” that assayed $18,000 to the ton, since which time the main lode has been hunted without success; but the hunt resulted in the discovery of many valuable lodes, some running as high as $2,500.

From Denver, by rail to Lawsons, forty-six miles; fare, $3.75; over the other mile there is no regular conveyance. Tour 2.

Resort—Platte Cañon, Jefferson county, is called “Park Siding” by the railroad company. It is a station on the South Park Division, Union Pacific Railway, thirty-four miles from Denver; fare, $2.65. The principal occupation of the citizens is getting out wood, tics, posts and lumber. Population, about 100. Hands are in demand for the above work, at $1.50 a day and board.

There are four saw mills in the vicinity of the station, and timber enough in the canions, gulches, and ravines, and on the mountains to last for many years—almost inexhaustible. The scenery, too, is very fine, as well as the hunting and fishing. Tour 5.

Rico—Ouray county, is a new mining town of great promise. It is situated on the East Fork of the Dolores River, in a beautiful little valley at the junction of Silver Creek, thirty-five miles southwest from Silverton. The Dolores and Pioneer, are the two principal hotels. Population 894, of which number only eighty-eight are females. The town has two banks, stores, restaurants, saloons, and shops of all kinds, and one large smelting works—the “Grand View,” owned by Senator Jones and others. Surrounding Rico, rise Expectation, Dolores and Telescope mountains, where are located most of the mines for which this camp is noted. On Telescope, or as it is locally called “Nigger Baby Hill,” gold was first discovered by army officers twelve years ago. The ores are gold, silver and copper, with iron carbonates. The principal mines being worked are: the Newman and Puzzle, which run from $550 to $4,000 to the ton; Grand View, Alma, Mateo, Hope, Cross, Edith, and Black Diamond, average runs from $75, to $400 per ton.

Three miles from the town, on Margaret Creek, are located some valuable mines, in charge of B. Randolph Keim, Esq., late General Passenger Agent of the Kansas Pacific Railway. The Dolores News, is a weekly published in Rico, is ably managed, and to which we refer the reader for reliable current news. Coal is found four miles below, and twelve miles above Rico, in abundance, is bituminous and cokes well. Soda springs are located in the town, and in a sulphur lake half a mile above, the Dolores; the sulphur is very strong. Near the town are forests of timber and several saw mills. Game of all kinds, can be found in the adjoining hills, and trout in all the streams.

The San Juan Extension of the Denver & Rio Grande Railway, now pushing rapidly for Silverton, will come within twenty miles of Rico, at the foot of Cascade Hill, on the Rio de las Animas, twenty-two miles south from Silverton, which with the completion of the wagon road now building from Rico to the same point, will be of untold value to the citizens, who have now only poor trails. Every passenger, pound of freight, and the mails and express, for Rico and neighboring camps have now to be packed in by “Burro Punchers,” on the back of the ass, or broncho ponies, at an expense of from four to ten cents per pound, according to the state of the trail and the demand for packers.

There are two trails from Silverton, one via Ophir, thirty-five miles, and the other is down the Rio de las Animas to Cascade Hill post office, by wagon road, twenty-two miles, and from thence by trail twenty miles; the latter is the most preferable. Other trails lead north from Rico to San Miguel and Ouray. See “Post Roads” Nos. 27 and 61.

Rito Alto—Saguache county, in the eastern part of San Luis Park, on Rito Alto Creek, at the western base of the Sangre de Christo mountains. It is a sheep and cattle-raising community of a few hundred settlers scattered about. Distance from Saguache, twenty miles southeast, and fifteen miles east of south from Villa Grove, on “Post Road” No. 56, connecting at Villa Grove with No. 79. Fare, to Villa Grove, $3.25; from South Arkansas, forty-three miles, $6.75; from Denver, 360 miles, fare $18.40. Tour 7.

Riverside—Chaffee county, on the Arkansas River. This is a small station on the “Joint Track” railroad, between Buena Vista and Leadville, seven miles north of Buena Vista; post office, good station building, and several residences comprise the place. Some placer mining is done in the vicinity,
and some lumbering and stock-raising. Distance from Denver, 142 miles; fare $12.35. Tour 6.

River Bend—Elbert county, a small station on the Kansas Pacific Division, Union Pacific Railway, eighty-four miles east from Denver; fare, $4.10. It is situated on the Big Sandy River, in a section of country devoted wholly to stock-raising. Tour 4.

"Post Roads" No. 36.

Roaring Forks—Gunnison county. See "Aspen."

Robinson—Bent county, on the Arkansas River, is a small station on the Atchison, Topeka & Santa Fe Railway, seventy-three miles east from Pueblo; fare, $4.20. Tour 6.

Robinson’s Camp—Summit county. See "Ten Mile."

Rock Ridge—Formerly “Ivan Cracken,” in Douglas county, at the head of Cherry Creek Cañon. Some hay is gathered for market, but stock-raising is the principal occupation of the few settlers in the vicinity; on “Post Road” No. 32. Distance from Denver, south, forty-two miles; fare, $5.00.

Rock Ford—Bent county, is a small station on the Atchison, Topeka & Santa Fe Railway, on the south side of the Arkansas River, fifty-four miles east from Pueblo; fare, $3.00. Sheep, cattle, and cow-horns occupy the country, with a little farming along the river, where the land is irrigated.

Rockcliff—Saguache county, on Saguache River, is a post office and ranch, situated in a beautiful little park surrounded by mountains. There are some good farming lands in the park, where small grains and vegetables are raised, and hay cured for market. It is sixteen miles northwest from Saguache, on the old Cochetopa wagon road, on “Post Roads” Nos. 78 and 79.

Rockwood—La Plata county, is a small wayside post office, at the foot of the Grand Cañon of the Rio de las Animas, twelve miles north from Animas City. Grazing lands, timber, game and grand scenery surround the place. It is on “Post Roads” No. 68, from Silverton, south, thirty-four miles; fare, fifteen cents per mile. See "Animas City," and "Silverton," for fares and distances to the outside world. It is on the line of the Sun Juan Extension, and will have railroad communication before the close of 1881.

Rocky—Park county, is situated on a branch of the Platte River, and the wagon road from Garo’s to Colorado Springs, twenty-seven miles east from Garo’s, a station on the South Park Division, Union Pacific Railway. Stock-raising is the only industry. Game is abundant in the vicinity.

Distance from Denver, via Garo’s, 131 miles, rail and stage; rail, $8.80; stage, $2.50; total, $11.30; from Colorado Springs, thirty-seven miles; fare, $5.00. "Post Roads" No. 38. Tour 5.

Rollinsville—Gilpin county, is on South Boulder River, thirteen miles north from Central City, via Black Hawk; population, 200; elevation, 3,832 feet. It has a post office and hotel—Rollins House; one stamp mill, and a concentrator. It is situated in a beautiful little valley, surrounded by mountain ranges in every direction. The Middle Park wagon road, commences here and extends westward, via Boulder Pass, to the Middle Park; said to be a good easy grade. Distance to Hot Sulphur Springs, forty miles, and Grand Lake, thirty-five miles.

Rollinsville is the headquarters of the Rollins Gold & Silver Mining Company, who have a great many patented mines in the vicinity, amounting to 26,000 lineal feet, also 1,100 acres of farming land, under fence and patent; 1,000 acres timber lands, and 400 acres of patented placer mining lands. All this vast property has been acquired by the company, through their Superintendent, the veteran miner, J. Q. A. Rollins, Esq., one of Colorado’s early pioneers. The farming land yielded the company for the year 1880, in hay, oats, wheat and vegetables, $8,250.

The placer lands patented, as well as the whole valley and mountains, in this region, show the “color” in every pan of dirt, but the necessary water supply for washing, has heretofore been wanting to make these “diggings” profitable. To supply this want, the Rollins company, after securing titles to the best lands, commenced building a canal and flume to take the water from the river, and carry it along the side of the mountain, where the necessary fall can be had to work the placers by hydraulic methods. This canal is nearly three miles in length, six feet on the bottom and eight feet on the top, and four feet deep. It was completed just at the close of the season, and will be ready early in the spring of 1881, with a number of the Little Giant hydraulics for placer mining, put in place for work, and when done, will be the best and most conveniently arranged hydraulic water power ever placed in position in Colorado; pressure, 160 feet.

Rollinsville is thirteen miles from Central City, by Stage; fare $2.00, and fifty-two miles from Denver via Colorado Division, Union Pacific Railway; fare by rail to Central City and stage, $5.10. See Tour 2. "Post Roads" No. 11.

Rosita—Is the county seat of Custer county, situated in the Wet Mountain Valley, fifty miles southwest from Pueblo, thirty miles south from Cañon City, and seven miles southeast from Silver Cliff.

The name Rosita, is Spanish, for Little Rose, and is pronounced Ro-z-ta. The town was laid out in 1873, and now contains a population of about 1,100, most of whom are engaged in mining pursuits, while others apply themselves to agriculture and stock-raising.

The town is provided with stores of all kinds, one bank, several hotels, chief of which is the Grand View, two stamp mills, (30 stamps,) one concentration works and another one building, and one weekly newspaper, the Sierra Journal.
The mines and mineral "prospects" in the vicinity of Rosita, are counted by thousands. The ores are chlorides, carbonates, galena and sulphates, carrying copper, iron and lead. The principal mines being worked are: Humboldt, Coloma, Leavenworth, Twenty-Six, Invincible, Derigo, Eureka, Paywell, Blue Bird, Hector, Silver Coin, and many others. The mill runs of these ores range from $100 to $2,200 per ton; probable average about $250.

The scenery about Rosita is very fine; and game, such as deer, elk, bear, antelope, mountain sheep, turkeys and grouse are abundant.

Rosita soon expects to be connected with the "outside" world by rail, but at the time we write, December, 1880, stage coaches are the only conveyances. See "Wet Mountain" Valley.

Rosita, is southwest from Pueblo by hack; fare $5.00; and south from Cañon City by stage coach; fare $4.00. From Denver 170 miles via Pueblo, rail and hack; fare $12.80; via Cañon City, 191 miles; fare by rail and stage, $12.80. See "Post Roads" Nos. 45 and 47. Double daily line of coaches between Rosita and Silver Cliff, seven miles. Fare, $1.00.

Rose's Cabin—Hinsdale county, is a small mining camp on Henson Creek, fifteen miles west from Lake City. The place consists of a post office, store, restaurant, a few miners' cabins, and about fifty population.

In the summer a large amount of ores are packed into this place on burros, from the mines to the westward, and with those mined near, are shipped on wagons to Lake City, for reduction. In the vicinity are a great many mines and good prospects which, with improved facilities, will make this one of the prosperous camps of the country. It is reached by daily stages from Lake City and Animas Forks. Fare from the former, $2.25; from the latter, $1.00. "Post Roads" No. 15. By trail it is twelve miles to Ouray.

Running Creek—Elbert county, on Box Creek, in a section of country devoted to stock-raising and lumbering. It is thirty-miles southeast from Denver, and fifteen miles east from Castle Rock, with which it is connected by "Post Roads" No. 33. Fare from Castle Rock, $2.00; from Denver, forty-seven miles, by rail and stage, $4.15. Tour 7.

Russell Gulch—Is situated about two miles south from Central City, is one of the oldest placer mining camps in the State—one that in 1860 had a population of over 2,500, all scrambling among the rich placer diggings after that "Almighty Dollar." Now the camp has a population of about 400, most of whom are working in the lode mines. For mills and mines being worked in this district, see "Gilpin County," under the heading of "Central City." Distance, thirty-eight miles from Denver, via Colorado Division, Union Pacific Railway, to Central City; fare, $3.10; from which there is no regular conveyance; distance two miles farther, south. Tour 2.

Russell—Costilla county. See "Sangre de Christo."

Rustic—Larimer county, is a rustic ranch and post office, on the North Park Toll Road, from Fort Collins, forty-five miles distant, reached by stage, semi-weekly; fare, $5.00. It is situated on the South Fork of the Cache la Poudre River, in a section where lumbering and raising cattle and sheep, is the principal occupation of the settlers, and where grand scenery, fine trout, and game in great variety, abound. Population, about fifty, in the vicinity. It is a fine resort for invalids and pleasure-seekers.

Saguache—(Pronounced Ci-wach) is the county seat of Saguache county, situated in the northern portion of San Luis Valley. It is a stock-raising and farming community. On Saguache River, which comes down from Cocheteo Hills to the northwest, are some fine farms, where wheat and vegetables are raised very successfully. Hay is put up in large quantities, of late, and hauled to the mining towns, where it sells from $75 to $150 per ton. Sheep and cattle-raising, however, is the principal occupation of the settlers, about one-half of whom are Spanish-Mexicans, and live in adobe houses, surrounded by cattle, sheep, goats, and dogs. The town contains principally of adobe and log buildings, yet there are a few good brick and stone buildings for business purposes, and several good wooden private residences.

Recent reports locate rich mines in the mountains near, to the northward, but developments are not such that definite figures can be given. The town contains a bank, several good general merchandising stores, three hotels; chief of which is Prior's, one weekly newspaper— the Chronicle—and a scattered population of about 600.

Distance from South Arkansas, forty-nine miles; fare, $7.50. Alamosa, sixty-five miles; $7.50. Del Norte, thirty-one miles; $3.50. See "Post Roads" Nos. 76 and 79.

Salida—Chaffee county, a new name for South Arkansas. Just below the town are located extensive beds of fire clay. It covers several hundred acres of ground, and to what depth is unknown. There are perpendicular faces exposed to view, from thirty to fifty feet in height, and from fifty to seventy-five feet in width. See "South Arkansas."

Salina—Boulder county, is situated in Gold Run Gulch, Narrow Cañon, on the road between Boulder and Gold Hill, two miles south from Gold Hill, and nine miles from Boulder; one hotel, the Salina House, three mills, several stores and saloons, and a high priced toll gate, comprise the business portion of the town. In the past there has been a great deal of work done along the creeks and gulches, washing for gold, and at the present there are some "digging" being worked, with profit. From Boulder, nine miles; stages daily; fare $1.00. "Post Roads" No. 8.

Salt Creek—Pueblo county, is a small sta-
tion on the Denver & Rio Grande Railway, situated in a section devoted to lime burning and stock-raising. Here is located the best lime rock in the state. Distance, twenty miles south from Pueblo; fare, $2.65; from Denver, 140 miles; fare, $9.85. Tour 7.

Sanborn—Bent county, is situated on the broad plains, sixty miles east from Colorado Springs, and thirty-four miles southwest from Hugo, on the Kansas Pacific Division, Union Pacific Railway. It has a scattering population of about 100; all of whom are engaged in raising cattle and sheep. It is in the great stock range of Colorado. Reached by hack semi-weekly; fare, $3.00. See “Hugo.” Tour 4.

Sangre de Cristo—Is a small station on the Denver & Rio Grande Railway, in Costilla county, on the southern slope, leading down from Veta Pass. The town is called Russel, and is surrounded by high mountains covered with tall spruce and pine trees, about the size, and in fact looks like a vast forest of telegraph poles.
We heard of some mines in the vicinity—undeveloped—said to assay very rich in silver, gold, and copper. Distance from Pueblo, eighty-seven miles; from Denver, 207 miles. Fare from Pueblo, 88.75; from Denver, 816.55. Tour 7.

Sangre de Christo—Saguache county, is a post office on the head waters of Cottonwood Creek, in the western edge of the Sangre de Christo Range of mountains. It is in the Luis Maria Baca Grant, where sheep and cattle range at will, the care of which is the principal occupation of the few settlers, most of whom are Spanish-Mexicans. From Alamosa it is thirty-seven miles northeast; Saguache, thirty miles south-east, and Villa Grove, thirty-three miles east of south. “Post Roads” No. 56.

San Antonio—Recently changed to Antonito, Conejos county, is a new town, laid out and cared for by the Denver & Rio Grande Railway. It is the junction of the New Mexican and San Juan Extensions. See Tour 7. The Railroad Company have a fine depot building here, built of volcanic stone, excavated from the cuts on the San Juan Extension. The town contains several stores, a few poor hotels, and a large amount of saloons, gambling houses, and about 350 citizens. Distance to Conejos, one and a half miles north; Santa Fe, 117 miles; Pueblo, 159 miles; Denver, 279 miles; Durango, 182 miles; Silverton, 240 miles. Fare, from Alamosa, $3.90; Pueblo, $15.90; Denver, $23.70.

San Carlos—Pueblo county, nine miles south from South Pueblo, is a station on the Denver & Rio Grande Railway, on San Carlos Creek. Fare, ninety cents; south from Denver 121 miles; fare $8.70. Tour 7.

San Juan—Hinsdale county, on the Rio Grande, and the stage road from Alamosa to Silverton, five miles northwest from Antelope Springs. It is a station and post office, 8,000 feet altitude, surrounded by mountains filled with game of all kinds, and the Rio Grande with trout. Distance from Alamosa, eighty-five miles; fare, $11.00. See “Alamosa” for eastern fares and distances. “Post Roads” No. 76.

San Isabel—Saguache county, is on San Isabel Creek, at the western base of the Sangre de Cristo Mountains, San Luis Park; population, 400. The principal occupation of the people is stock-raising and mining.
It is distant from Alamosa fifty miles, and forty-eight miles from Poncho Springs. The minerals are chiefly gold. One reduction works completed, and two more projected. The mines in this locality are well situated to work winter and summer, as the climate here is mild, and is unsurpassed in Colo.
rado. Labor is in demand; wages, $30.00 per month on ranches, and $3.00 per day in mines. Servant girls are in great demand.

Fare, from Poncho Springs, stage, $9.00; from Denver, via Poncho Springs, and the Denver & Rio Grande Railway, 271 miles; fare, $21.15; to Alamosa, $10.00. *Post Roads* No. 56.

San Luis—County seat of Costilla county, is situated on the Rio Culebra, in the most productive section of San Luis Park, on a grant of land formerly owned by Charles Beaubien, eighteen miles north from the boundary line between Colorado and New Mexico, and sixteen miles south from Fort Garland; fare, $1.00.

The agricultural lands that are irrigated are very productive, raising small grains and vegetables to perfection. Grazing is, however, the chief industry; sheep and cattle are numerous.

San Miguel—Ouray county, is situated on the river of that name, near its source, on the western slope of the Uncompahgre Mountains; altitude, 8,800 feet; population, 200. The location of the town, in the centre of San Miguel Park, is quite pretty. It contains several good stores, a hotel, two stamp mills, and one concentrating works.

The mines in and about the town are both gold and silver lode, and placer mines. The principal lode mines are: Smuggler, Sheridan, Humboldt, Cimmarron, Union, and Cleveland, that run from $150 to $520, in gold and silver. The Boomerang, a little east of the town, is one of those peculiar deposits, resembling the "Mineral Farm" at Ouray. There are a great many gold mines in the vicinity, and some extensive placer mines, many of the latter are being worked by hydraulic process, very successfully, by companies who have expended large sums in ditches, flumes, and other expensive appliances.

This country is surely destined to become the most important placer mining portion of the State, if not of the world. The whole section for many miles along the rivers and streams, where prospect, are found rich in gold, but water is the one thing needful. Should the experiment now being made at Placerville, this county, with the dry process, succeed, it will cause a revolution in placer mining.

San Miguel is twenty-seven miles south from Ouray, by trail, and fifty by daily stage; fare, $8.00. It is also connected by trail with Ophir, Rico, and Silverton—by saddle in summer, and snow-shoes in winter. Miners are in demand; wages, $4.00 per day.

Santa Clara—Huerfano county, is situated on the El Moro Branch of the Denver & Rio Grande Railway, and Santa Clara Creek, in the midst of the finest stock-range in Colorado, sixty miles from Pueblo, and 180 miles south from Denver. Fare from Pueblo, $6.00; from Denver, $13.80. *Post Roads* No. 7.

Santa Maria Lake—Hinsdale county, is situated near the stage road from Alamosa to Lake City, four miles north from Antelope Springs. It is about two miles in length, but quite narrow, and without visible outlet. The wagon road runs along its eastern, and a high rocky mountain range rises from its western shore. The waters are perfectly clear, smooth, and reflects the mountains and every object with undeviating fidelity.

Schuyler—Arapahoe county, a small station on the Kansas Pacific Division, Union Pacific Railroad, on Sand Creek, twelve miles east from Denver; fare, forty cents. *Post Roads* No. 4.—Cattle and sheep range.

Scofield—Gunnison county. No regular conveyance. See "Gothic."

Sedalia—Douglas county. See "Plum."

Sedgwick—Saguache county, thirty-six miles west of south from Poncho Springs, on Kerber Creek. This is a new mining camp, started up since July, 1880, and, at the end of the year, contained a population of about 650. It is fifteen miles northwest from Villa Grove, in the mountains. The ores are carbonates and galena, rich in silver and lead. Smelting works are in course of erection, and everything is on the "Boom." See "Bonanza."

Carpenters are in demand; wages from $3.00 to $5.00, per day; also servant girls. Fare from Poncho Springs, stage, $7.50; from Denver, 259 miles, via Denver & Rio Grande, and stage, total fare, $19.65.

Shavano—Chaffee county, is a small mining camp on the North Fork of the South Arkansas River, six miles north from Marysville, at the southern base of Mt. Shavano, which has an altitude, 14,293 feet. Hack from Marysville, fare seventy-five cents. See "Marysville" for further fares.

Sherman—Hinsdale county, is a small mining town sixteen miles southwest from Lake City, on the Lake Fork of the Gunnison River. It is in a perfect forest of timber, with high mountains on each side, filled with the precious minerals—the Almighty Dollar," in its native home. It is in a wild and romantic nook, where game and fish abound. The Sherman House provides for the wants of the public, and a store full of general merchandise tempts the 100 citizens to spend their money at home. Lake Fork comes down from Burrows' Park, on the north, Cottonwood Creek from the west, and Cataract Gulch from the south. This is strictly a mining camp, both placer and lode mines. Work in the placers has only recently commenced, and prospect rich. The lode mines run gold, silver, copper and lead, and prospect inexhaustible. The Black Wonder, Salamanca, Washington, Irish World, Rose, Golden Chance, etc., which yield by mill runs from $50 to $2,000 per ton. The ores in several of the above are ruby and brittle silver, with copper pyrites, carrying gold. Most of the ores shipped go to Lake City for reduction, over a good toll road and easy grade, via Lake San Cristobal. Distance, sixteen miles; fare $3.50. *Post Roads* No. 77. See "Lake City" for eastern distances and fare.
Slaghts.—Post office called Fairville, is situated in Park county, and is a station on the South Park Division, Union Pacific Railway. Fifty-eight miles from Denver; fare, $4.70. Sawing out lumber and getting out wood for shipment is the chief occupation of the settlers. The mountains and hills on each side are covered with a young growth of pines, but rather scrubby. About a dozen buildings are in view and comprise the place. Game can be found in the hills and some trout in the streams. Two passenger trains daily Tour 5.

Silverton.—County seat of San Juan county, situated in Baker's Park, on the Rio de las Animas, is from its geographical position and railroad prospects, destined to be the principal city on the southern slope of the San Juan country. Its location is most admirable, on a high level above the river, with broad streets, bordering shade trees and running waters on each side; surrounded by grand old mountains covered in places with forests of timber, and filled with precious minerals of all kinds: a climate the most healthful, with game in great variety, for the taking; scores of mining dependencies on all sides, and a line railway crowding labor to the utmost to reach these mountain bonanzas. Her prospects for the future are indeed a most promising one.

Baker's Park extends from Mineral Creek just below Silverton to Eureka, ten miles north, with a width at Silverton of nearly two miles which gradually narrows to one-fourth mile at Eureka. It is completely encircled with mountains, many of the peaks rising nearly 4000 feet above, and in places, nearly vertical. In the upper part of the park, the mountains take the shape of immense walls of variegated coloring, with many peculiar castellated shapes and forms.

The town contains stores of all kinds, filled with great stocks of merchandise: with stores, restaurants, saloons, stables, etc., in the usual numbers, for a place of its size. The Walker and Silverton, are the two principal hotels, while the La Plata Miner records all the news weekly. It has one large smelting, one sampling, and one chlorination works. There are two saw-mills, two banks, Masonic and Odd Fellow's Lodges, good schools and churches, and a population of about 850; altitude 9,300 feet.

The ores of this section are galena, silver and gray copper, some gold. Many of the principal mines working are: on Hazelton Mountain, northeast, Aspen, Victor, Susquehanna, Monmouth, Susquehanna Tunnel, and J. P. Tunnel, all of which properties are owned by the San Juan & New York Mining Company, who, also own the smelting works, near the city, and are building similar works at Durango. The ores from this pool of mines yield $150 in silver, and from $40 to $80 in lead. On the same mountain are the Prospector, Pelican and Gray Eagle, of the same general character as the above.

In Boulder Gulch, two miles north from the town, are located the Queen of Boulder, Parker City, and Dakota, that run from $70 to $150, per ton.

On Kendall Mountain, opposite the town, are located the Idaho, Seymour, Pompeii and Titusville, on which development work has been done. The ores run from $50 to $150 per ton, which is called in this region, low grade.

On Sultan Mountain, just south from Silverton, are the Cleveland, Belcher, Empire and Isle of Beauty, which yield by mill run from $100 to $1,000; on the same mountain is the North Star mine, which has 2,000 feet of work upon it, and during 1880, it produced an average of $2,000 per ton in silver, and 40 per cent. in lead.

On Mineral Creek, eight miles west, is the Tornado, Silver Crown, Corn Exchange and G. W. The ores are galena—silver, and run from 30 to 80 ounces; some choice lots 200 ounces.

On King Solomon Mountain, four and one-half miles northeast, are located. North Star, Potomac, Terrible, Creedmore, Garfield and King Solomon; ores, galena and gray copper, and run from 40 to 80 ounces.

We could fill this book by naming the mines in this, Animas District, of which there are over 3000 locations; suffice to say, they are scattered all over the mountains, and along all the creeks, rivers and ravines. The principal ores however, are on Sultan, Avril, Green, Hazelton, Galena and King Solomon Mountains, along Cement and Mineral Creeks, and in Boulder, Arastra, Champlain and Cunningham Gulches.

There are also a number of smelting works and mills in the vicinity, outside of the city, and more building.

Distance and fares from Silverton are:
To Howardville five miles; fare, 75 cents; Animas Forks, fourteen miles; fare, $2.00. "Post Roads. Nos. 39 and 67: Lake City, thirty-five miles, via Benson Creek; fare, $5.55, via Burrow's Park, thirty-six miles; fare, $6.56. "Post Roads, Nos. 30, 67 and 76: Alamosa, via Del Norte, 140 miles; fare $30.00. "Post Roads Nos. 67 and 76; via Denver & Rio Grande Railway, from Alamosa to Denver, 250 miles; fare $30.80. Total from Silverton to Denver, 390 miles; fare $40.80; Animas City, forty-six miles; fare $6.90. "Post Road No. 68; see also, "Post Roads Nos. 61, 70, 26 and 37. Ouray, via Red Mountain trail, sixteen miles; via Mineral Point trail, twenty-six miles.

Silverdale.—Is a small silver mining camp, one mile south from Georgetown, on the road to Green Lake, Clear Creek County. Here is located the Marshall tunnel which cuts many valuable lodes, also the Robinson and Curtly tunnels. The principal ore producing mines are: the Colorado Central, Equator, S. J. Tilden, and the Robinson and Curtly groups. Distance from Denver, fifty-three miles. See "Georgetown."

Silver Plume.—Is one and a half miles west from Georgetown, on the middle Fork of Clear Creek, in Clear Creek County, and is strictly a
Clear Creek Canon.

mining town; population, 600. It has the usual stores and residences for a town of its size, with one concentrating works, and one stamp mill.

Near Silver Plume are situated the following noted silver mines, the greater portion of the ores from which, go to Georgetown for treatment; Dun- and the giant in 1880, that jumped from nothing to the third rank in the list of Colorado cities, in population and wealth—is a monument to the progress of "Young America," as applied to the mining regions of the west, particularly Colorado. To say the above fact is exceedingly marvelous!

Silver Park—Custer county, a post office and stage station, on the wagon road from Pueblo to Rosita, situated in the mountains near the head of Hardcraglet Creek, forty miles south of west from Pueblo and nine miles northeast from Rosita. Some mines in vicinity, not much developed; fare to Pueblo $4.00; Hack line to Rosita, fare, $1.00. See "Post Roads" No. 47.

Silver Cliff—The infant of September, 1878, the mushroom of 1879.
would be only a faint expression; let a few other facts be adduced. The first mineral discovery at Silver Cliff was made by J. R. Edwards, June 29th, 1878. In September the first building was erected. The census of June, 1880, gave a population of 4,674; and at the close of the year it exceeded 5,000. Four stamp mills, 290 stamps, two concentrators, two smelting, and one sampling works, ten hotels, three saw-mills and planing mills, two banks, two daily and three weekly newspapers, a telegraph and telephone, with water works, gas works, and horse railroads building; these, together with churches of all denominations, schools, amusement halls, and hundreds of business houses of all kinds, comprise this city, which is about to be connected by railroad with the "outside world."

Silver Cliff occupies a central position, in the beautiful and productive Wet Mountain Valley, on the eastern side, facing the great Sangre de Christo range of mountains, which extend north and south as far as the eye can reach. Although built in a remarkable short time, and with great rapidity, the mills, and a great number of the hotels and business blocks, would compare favorably with any city in the state, or in the west. The Powell, Balcom and Carbonate, are the principal hotels. The Prospect, daily and weekly, the Republican, daily and weekly, and the Miner, weekly, are published here.

The shrill whistles of steam mills treating ores, are heard from far and near, yet there is a great demand for more. The story of the discovery of rich mineral at Silver Cliff, runs as follows: Just to the north of the town is a sloping hill, terminating very abruptly, and known as "the cliff," a miner named Edwards chancing along in the spring of 1877, built his camp fire for the night, beneath the cliff. Next morning he noticed a peculiar metallic lustre about the stone effected with the heat, and breaking off a piece had it assayed, and the returns gave $27 silver to the ton. This did not suit him and the drifting to other parts, but in June of the following year, he returned and went to work prospecting, and the first assay gave $1,700 per ton in silver. Soon the fame of the "new strike" attracted men from all parts of the state, resulting in the discovery of one of the richest mining regions in Colorado, if not in the world, as there is practically no limit to the amount of rich mineral deposits found in this region. To exhaust these mines it will require millions of industrious men for many generations, with all the aid improved machinery can probably lend them. In fact it cannot be done until the mountains and whole earth is worked over, as every rock contains silver and gold, and every foot of earth valuable mineral.

When such improvements are made in machinery and works for manipulating low grade ores that will afford a profit from those running as low as $3.00 to the ton, we believe the whole mountain region of the State of Colorado, would be found to possess the requisite value of mineral.

Silver Cliff is in Custer county, at an elevation of 7,290 feet, and besides the mines located in the immediate vicinity, there are thousands surrounding her on all sides, some of which have mills and smelting furnaces, employing great numbers of men, besides many small neighboring hamlets that are tributary, and all receive their supplies of goods from this infant city of the Cliff. The minerals in this region combine the various qualities of ore, both "smelting" and "free milling." The former are found in carbonate deposits, and galena with grey copper, in fissure veins; the latter in mass deposits, in the form of chloride and born silver, in the porphyry formation. The principal ore producing mines near the Cliff, are: Bull-Domingo, ($40 silver, and sixty per cent. lead), Plata Verda, (gray copper), Vanderbilt, lady Franklin, Songbird, Milkmaid, Rambler, St. Marys, Alta Verda, Island City, Crescent, and Terrible. The ores from these mines run from $15 to $2,500—probably about $35. There are hundreds of mines in this same section not sufficiently developed to determine their value.

Distance: Cañon City, thirty-one miles; fare, $3.00; Denver, 192 miles; $14.90; Rosita, seven miles, double daily coach: $1.00; Dora, six miles; seventy-five cents. See "Post Roads" Nos. 24, 46, 58 and 59—also "Wet Mountain Valley."

Slumgullion—Hinsdale county, is a villainous mountain, the summit of which is 11,500 feet altitude, reached ten miles south from Lake City, on the stage road to Alamosa, via Wagon Wheel Gap. The road is principally through heavy timber, nine miles of which—crossing the summit—is "corduroyed" with logs, alternating, from six to twenty inches in diameter. It is said the reason for this kind of road building was: Before the road was corduroyed, the freighters complained of the bad road and high toll, and were wont to "cuss" the owner of the road at every opportunity, finally being compelled by the complaints, to put the road in passable condition, declared he would give the freighters "something to cuss about." The effect of riding over the road is much like walking backwards up stairs, and then sliding down with the feet slightly elevated.

But we started out to say, that the northern slope of the mountain, for five miles towards Lake City, is composed of soil and rock of a bright yellow color. The scale on many of the rocks will burn, when it comes in contact with a flame, much like brimstone. Alum and Iron Springs are numerous in the vicinity. The dirt, when wet, seems to have no bottom, and will stick as close to anything as sone hackney to a "tender-foot." A large amount of bog iron, used for a flux at the smelters is taken from these various deposits, and is found quite valuable.

Smith Hill—Gulpin county, a small station on the Colorado Division Union Pacific Railway, on North Clear Creek thirty-two miles west from Denver; fare, $2.60. Tour 2.

South Arkansas—Chaffee county, is an
CROFUTT'S GRIP-SACK GUIDE.

An important station on the Denver & Rio Grande Railway, 217 miles from Denver, and sixty-one miles south from Leadville. It is situated on the Arkansas River, just above the mouth of the South Arkansas, its most important branch, which comes down from the western mountains. It is here that the Gunnison & Salt Lake Extension of the Denver & Rio Grande branches off to the westward, via Poncho and Marshall Passes, for the famous mining regions of Gunnison and San Juan. At present this is the shipping and supply point for all the region to the westward, but will be such only for a short time, as over 150 miles of the grade from here, is now under contract, divided into twelve mile sections, and at present every section is being worked. The company have a fine large stone depot and a round-house here. Stores of all kinds; several hotels, chief of which is Gray's Hotel, at the depot; schools, and many new buildings of all kinds, comprise the town; census population, 303; at the close of the year double that number.

Building is still progressing throughout the city, and the prospects of a large town at this junction are favorable.

Several mining camps tributary to South Arkansas, are improving rapidly, and a large number of rich "prospects" are announced; Fare, $11.65. Tour 6, "Post Roads" 79. See "Salida."

**South Fork**—Rio Grande county, is a stage station, ranch, post office and pop shop, on the Rio Grande Del Norte, near the junction of the South Fork, which comes in from the south. Game and trout are abundant in the mountains and streams, while cattle and sheep roam over the hills. It is sixteen miles west from Del Norte, reached by daily coaches. See "Post Roads" No. 70.

**South Platte**—Jefferson county, is situated in Platte Cañon at the junction of the North and South Forks of Platte River, on the South Park Division Union Pacific Railway, twenty-nine miles from Denver. It is a romantic nook, abounding with game within a short distance from the station. From this point along up the South Fork, some Railroad Company is grading a road bed, but just what company, seems to be a mystery. There are those who claim the work is being done by the Chicago, Burlington & Quincy, others, by the Atchison, Topeka & Santa Fe; then again, by the Denver & Rio Grande. *Quien Sabe?* Fare $2.05. Tour 5.

**South Platte**—Weld county, is a ranch and post office, situated on the south side of the South Platte River, nearly opposite Buffalo, on the Julesburg Branch of the Union Pacific Railway, sixty-four miles west from Julesburg, and seventy miles east from Greeley. Grazing lands, cattle and sheep occupy the country. *Post Roads* No. 3. Fare from Greeley, $7.00.

**South Pueblo**—Pueblo county, is on the South side of the Arkansas River, opposite Pueblo City, only separated by the river called. It is regularly laid out, with a complete city organization; population, 1,448. It has a number of hotels, chief of which is the Union Depot, Grand Central, and Victoria, and one weekly newspaper—the Banner—also street railroads, telephones, churches, schools, fire department, and various secret orders. The Denver & Rio Grande Railway Company, have machine shops and a very large round-house here, near the Union Depot, where all their trains arrive and depart. The residence portion of the town is located south of the depot, upon the high table or mesa lands, commanding a fine view of Pueblo and surrounding country for many miles. A reservoir to the south of the city, supplies all necessary water and runs through the streets, on each side, which are lined with rows of planted trees, giving the city a very cool and beautiful appearance. This part of the city cannot be seen from that portion lying on the river bottom, near the depot. See Map, page 61.

Horse cars run between South Pueblo and Pueblo every ten minutes; fare ten cents.

The Colorado Coal & Iron Company have extensive Steel Works in course of erection, about one and a half miles south of the depot, on the high mesa, which will, when completed, be the largest of the kind in America. The mines from which the company will draw their supplies of iron are located at Placer station, ninety-two miles south, and are said to produce almost pure metal, and of the best quality.

One of the greatest attractions, at present, at South Pueblo, is the Hot Wells or Springs, located about one-fourth of a mile east of the depot. They have a peculiar history.

The Pioneer Coal Company of Colorado, of which Silas Clark, Esq., is Superintendent, in August, 1876, commenced drilling for oil at this place. In the following December, at a depth of 1,106 feet, they struck water, and in January, 1880, it flowed to the surface. Boring was continued until March, when the water increased to such an extent as to stop the work—at a total depth of 1,400 feet. When the flow first commenced, twenty-five barrels a day were discharged, since which time it has increased to 4,000 barrels per day, and still gradually increasing. The pressure now, through a pipe one and one-half inches in diameter, is seventy pounds; temperature, 82° to 86°. *No complete analysis has been made, but those that have been, give seventy-three grains of mineral matter to the gallon.* The principal constituents are iron, carbonate of lime, white sulphur, magnesia, potassium, and silicates.

It was soon discovered that this water possessed extraordinary medicinal qualities, and bath-houses have been erected, one 26x36 feet, four feet deep, for a swimming bath, and six private baths, hot and cold. The water is strongly magnetic, often electrifying those who take the baths.

The people around about Pueblo use the water for drinking purposes, as well as bathing, taking it away in jugs. A large amount is shipped east, in barrels, for use in baths, losing very little of its
medicinal qualities. Accommodations are provided at the Springs, and a dozen or more cottages are building, which will be furnished for those who desire them, at reasonable charges. A large hotel is also in contemplation.

The waters are specially recommended for rheumatism, kidney diseases, and kindred complaints. See “Pueblo.” Distance from Denver, 120 miles; fare, $7.80. "Post Roads" Nos. 47 and 48. Tours 6, 7 and 8.

Soda Springs—Lake county, just west of the Arkansas River, is situated on the eastern slope of the Sawache mountains, and Colorado Gulch, five and a half miles west from Leadville, and connected with that city by a broad boulevard. The proprietors of the hotel have provided baths for the accommodation of their guests, many of whom drive out from Leadville, enjoy the waters and return at night. Game can be found on the mountains to the west of the town, and also good trout fishing in the small streams. A company has been chartered to build a horse railroad from Leadville to the Springs, which will be done at an early day. Now, a hack runs regularly to the city, and to all regular passenger trains. Fare, $1.00 round trip. Half a mile south from the Springs are several small lakes, provided with row boats; several fine groves of trees are near, and the place has become a great resort in summer for pic-nic parties from Leadville.

Spanish Bar—Or Fall River, is in Clear Creek county, on South Clear Creek, thirty-eight miles west from Denver, and two miles west from Idaho Springs, at the junction of Fall River, which comes down from the north, with Clear Creek. It is a small place, surrounded with mills and mines, chief of which is the Freelead mill, half a mile below the town, which is capable of treating sixty tons of ore per day; and the new concentrating works near by, several hundred tons. Population, 350. Fare, from Denver, $3.20. Tour 2.

Spike Buck—Fremont county, is a small station on the Denver & Rio Grande Railway, on the Arkansas River, fifteen miles west from Cañon City. Fare, $1.65; from Denver, 176 miles; fare $14.40. Tour 6.

Spring Valley—A post office in the valley of that name, five miles east of Greenland, a station on the Denver & Rio Grande Railway. Distance from Denver fifty-two miles. This is a lovely valley about six miles in length, mostly devoted to stock, although some hay is marketed, and some wheat and vegetables raised. It was first settled July 16th, 1860, by Redman, Lincoln, Giles, Sheldon, Spencer and a small boy. Of these, two were killed by Indians, one “skipped the country;” Sheldon is happy and prosperous at Colorado City, and the “small boy” is recording events, and hunting a “grub stake.” Distance, fifty-two miles south from Denver. Fare, rail and hack, $3.55; rail $3.05; hack, fifty cents. "Post Road" No. 33. Tour 6.

Starkville—Las Animas county, on the Las Animas River, is a small station on the Atchison, Topeka & Santa Fe Railway, five miles south from Trinidad, near the northern base of the Raton Range of mountains. Here are located extensive coal mines, where the Railway Company procure the greater portion of its supply. Distance from La Junta sixty-eight miles; Pueblo, 131 miles; fare, $8.50. Tour 8.

Steamboat Springs—Routt county, is situated sixty-five miles northwest from Troublesome, on Snake River; surroundings, Soda, Sulphur Springs and stock-raisers. There is a good wagon road all the way from Troublesome, via Gores Pass, as it is on the old survey for a railroad to Salt Lake from Denver. Distance from Denver, 179 miles, and twelve miles east of the White River Indian Reservation. Hayden is twenty miles. See “Post Roads” No. 12; no regular conveyance beyond Hot Sulphur Springs.

Sterling—Weld county, on the line of the Julesburg branch of the Union Pacific Railway, on the South Platte River, and consists of a ranch and post-office. The country is wholly devoted to stock-raising, cattle and sheep. Along the river bottom the lands are rich, but somewhat alkaline; good crops could be raised with irrigation. It is three miles southwest from Sarinda, on “Post Road” No. 3.

St. Charles—Pueblo county, is a ranch and crossroads post-office, situated in a section of country devoted wholly to raising cattle and sheep, thirteen miles southwest from Pueblo and six miles west from San Carlos Station, on the Denver & Rio Grande Railway, on Post Road No. 48. Fare, $1.50.

St. Elmo—Chaffee county, is four miles west from Alpine, on Chalk Creek, and the Gunnison Extension of South Park Division Union Pacific Railway, and the Denver & Rio Grande Railway, “Joint Track”. It is a new mining town, with stores, hotels, etc., and a population of about 400. The Mountaineer, weekly, is published here. The principal occupation of the people is mining; the ores are galena, carrying silver, gold and copper. Those being worked are: Mary, Mollie, Murphy and the Tilden Campaign, and several others. The mill runs, give from $60 to $350 per ton. Near, at Iron City, is located smelting works; laborers are in demand, wages $2.50 per day and board.

This town gives promise of soon being a camp of some importance. The Railway station is called Forest City. Fare from Denver by rail, $12.25. Tour 5.

St. John—Summit county, is situated about one mile south from Montezuma, upon the mountains. It has a post-office, store, saw-mill, and one smelting furnace. Population, fifty. It is the headquarters of the Boston Silver Mining Company. Mails from Montezuma by sledge. See “Montezuma.”

St. Mary's—Huerfano county, on the Huerfano River, consists of a ranch, hotel, post office,
and about 150 inhabitants, in the near surroundings, who are mostly engaged in raising cattle and sheep. Farming is only limited by the water supply for irrigation. St. Mary’s is a point where half a dozen wagon roads centre on “Post Roads” No. 54. It is ten miles northwest from Walsenburg; fare, $1.50. See “Walsenburg.”

Stonewall—Las Animas county, is situated on the head of the Middle Fork of the Las Animas River, in the mountains, thirty-six miles west from Trinidad. Surrounding population about 300, most of whom are engaged in stock raising, with some farming in the vicinity. Cattle and sheep, goats and babies, Mexicans and Americans, possess the country, together with black tail deer, elk, bear, and wild turkeys and trout in all the streams in abundance. These with high mountains, higher winds, good water, and poor soil, comprise the town and its surroundings. Situated on “Post Roads” No. 29. Fare from Trinidad, $1.00.

Suffolk—El Paso county, is a ranch and post office on Black Squirrel Creek, where cattle, sheep, and “cow-boys” abound, and nothing else. It is twenty-five miles east from Colorado Springs, and twenty-five miles west from Sunnbor. No established public conveyance.

Sugar Loaf—Boulder county, eleven miles west from Boulder City, and five miles from Crisman, is a small mining camp with post office, store, and some good mines and mineral prospects, and one stamp mill. From Boulder City, stage and saddle; fare, seventy-five cents. See “Post Roads” Nos. 8 and 9.

Sulphur Springs—Gunnison county, is twelve miles north from Crookville, on the north side, and at the foot of Tomichi Dome, which rises 3,560 feet above the Springs. These Springs are said to contain rare medicinal qualities. Chute baths are provided, and several log cabins for the accommodation of visitors. Crookville is the nearest point from which the Springs can be reached by established conveyances.

Summit—Park county, a small station on the line of the South Park Division Union Pacific Railway, situated on the divide, between the waters of the Platte and Arkansas Rivers, 120 miles from Denver, and fifteen miles from Buena Vista. Timber covers this dividing line on either side, and game abounds. Two passenger trains each way, daily. Fare from Denver, $10.20. Tour 5.

Summit Park—El Paso county, is a ranch post office, in a beautiful little park, away up in the mountains, via Ute Pass wagon road, seventeen miles northwest from Colorado Springs. It is surrounded by magnificent mountain scenery, abundance of game, plenty of trout in the streams, petrified trees not far distant, and a lovely place to sojourn for a season. “Post Roads” No. 38.

Summit—Rio Grande county, is the most elevated mining camp in Colorado, being 11,002 feet above sea level. It is twenty-seven miles southwest from Del Norte, reached by a good wagon road in summer, and by saddle and snow shoes in winter. It lies mainly on the slope of South Mountain, a divide between the waters of the North and South Forks of Alamosa Creek.

Here are located some of the richest mines in the State. In fact, it may be said the whole mountain is a mine, as the locations number nearly 2,000; but of that number, only about a dozen have been successfully developed.

No true fissure veins have as yet been found; the mineral-bearing rock consists of “rotten” or decomposed quartz, carrying free gold—the metal being free from impurities, and more easily milled than any other gold ore in the State.

The principal mine is the Little Annie, which runs, on an average, $30, but have often been $2,000 per ton. The vein is seventeen feet in width, and apparently inexhaustible. The Ida, Golden Queen, Major, Yellow Jacket, Golden Star, and Summit, are also good paying mines. At Summit there are five mills, running ninety-eight stamps. Extensive placer mines have been discovered on the slope of South Mountain, and preparations are now being made to work them by hydraulic process.

Game, such as bear, deer, elk, grouse, quail and grizzlies, are numerous. Fare from Del Norte, $3.00. See “Post Roads” No. 74—to Pagosa Springs, southwest, thirty-five miles, only a trail—“Post Roads” No. 26. Summit is connected with Del Norte by telephone.

Sun View—El Paso county, is a lone ranch, and post office, at the head of Little Turkey Creek, close to the eastern base of the mountains, eleven miles south from Colorado Springs. It is on the wagon road that swings around the side of the mountains to Cañon City. Some little farming, but principally cattle and sheep raising. Game is abundant in the foot-hills and mountains, and grand scenery surrounding. “Post Roads” No. 4. Fare from Colorado Springs, $1.25.

Sunshine—Boulder county, is a small mining town, on the “telluride belt” seven miles northwest from Boulder City, on Four Mile Creek, and the road to Gold Hill. The ores are mostly silver. The principal mines are: Yellow Pine, Grey Copper, Vancouver, Princeton, Eclipse, Charlotte, Royal Oak and Gold Nugget, which run from $25 to $200 per ton. The surroundings are mountains, punctured with prospect holes and tunnels in every direction. From Boulder, by hack, daily; fare fifty cents. See “Post Roads” No. 7. Distance from Denver, fifty-two miles via rail and stage; fare, $2.80.

Surinda—Weld county, on the Julesburgh Branch of the Union Pacific Railway, situated on the north side of the South Platte River, just east from Pawnee Creek. The bottoms along the river, with water for irrigation, are good lands for farming purposes, but rather alkaline; further back it is only adapted and occupied for grazing purposes. It is fifty-four miles west from Julesburgh, thirty-six
miles south from Sidney, and eighty-five miles east from Greeley, on "Post Roads" No. 3.

Swan City—Summit county, is situated on Swan Creek, a tributary of the Blue, in a forest of timber. The town was laid out May 11th, 1880, and contains a store, post office, hotel, a dozen log cabins, and about 100 people in the vicinity. Placer mines and quartz mines are both being worked; some assays run as high as $800 to the ton. Distance from Breckenridge, northeast, eight miles. Game is abundant in the vicinity, deer, bear, elk, grouse and turkeys; also fine trout. Two miles above Swan City is Georgia Gulch, once a famous placer mining camp, of which Parkville was the centre, now almost abandoned. From Breckenridge by hack, fare $1.50. From Denver via rail, stage and hack, 113 miles; total fare, $11.35.

Swallows—Pueblo county—Taylorsville post office — is a small station of the Denver & Rio Grande Railway, on the Arkansas River bottom, fourteen miles west from Pueblo; fare $1.40. This place was named from a peculiar incident that happened here, years ago. Two old "stagers" in the country had been rivals for the affections of a beautiful Indian girl, and when one of them succeeded in winning her the other made a vile statement concerning her character, which coming to the ears of her then husband, he strapped on his "guns" and started in search of the offender; they met and one of them swallowed it. Guess which one! "Continued in our next."

Table Rock—El Paso county, on the headwaters of Knight's Creek, and the northern slope of the Arkansas Divide, in the timber. The principal
occupation of the people in this vicinity is lumbering, and raising cattle and sheep. It is ten miles north of east from Monument, a station on the Denver & Rio Grande Railway, with which it is connected by "Post Road" No. 35. Fare, $1.00. See "Monument."

**Table Mountain**—Pueblo county, ranch and post office, in the southwestern portion of the city, close beside the mountains. Some lands cultivated, but raising sheep and cattle is the chief occupation of the settlers in the vicinity.

It is five miles west from Greeenhorn, and thirty miles southwest from Pueblo, on "Post Road" Nos. 48 and 49. Fare, $3.50.

**Tabor City**—Lake county, is on Chalk Creek, and the Kokomo Extension of the Denver & Rio Grande Railway, thirteen miles north from Leadville, and seven miles south from Kokomo. It was named for Gov. Tabor, of Leadville bonanza notoriety, and consists of a store, and about one dozen buildings of all kinds.

It is at the western base of Buckskin Mountain, which rises 14,296 feet above sea level. Game is abundant in the vicinity, and if reports are true, some good lode mines. Population, about 150. Fare from Leadville, $1.00; from Denver, 185 miles, $16.00.

**Tampas**—Pueblo county, a small station on the Atchison, Topeka & Santa Fe Railway—New Mexican Extension—sixteen miles southwest from La Junta, and seventy-nine miles from Pueblo; fare, $4.55. Tour 8.

**Taylorsville**—Pueblo county. See "Swallows."

**Taylors**—Larimer county, is a small station on the Colorado Division, Union Pacific Railway, 113 miles north from Denver; fare, $5.70. The surrounding country, a high rolling prairie, is in possession of the sheep and cattle men, principally the former. Tour 1.

**Teller**—Larimer county, is situated near the head of Jack Creek, in the North Park, surrounded by snow clad mountain peaks, 100 miles southwest from Laramie City, Wyoming Territory, and about eighty miles north from Georgetown. Mining is the only occupation of the people in the vicinity, about 400 in number, smelting works building.

Miners are in demand at wages from $2.50 to $3.50 per day. The ores are principally silver, with some gold, assay from $20 to $3,000. Gas is abundant in the park; such as deer, elk, bear and grouse, but no fish worth the name, unless a "sucker" can be called a fish.

Stage in summer twice a week; fare $10; from Georgetown, eighty miles via Lulu, $12.

**Telluride**—Hinsdale county—elevation 10,-872 feet; is a small mining camp, of a dozen persons situated in Burrows Park, near the headwaters of the Lake Fork of the Gunnison River. The place was named for a kind of mineral that certain parties hoped to discover near, but up to this time, have failed in their efforts. Near, is an expensive mill standing idle when we passed through the town in October 1880. It is twenty-two miles west from Lake City; fare $3.25; from Animas Forks, nine miles; fare $1.50 on "Post Road" No. 77.

**Teluride**—Ouray county, is a new mining camp, situated in the town of Columbia, upper San Miguel, surrounded by high mountains covered with timber and grass; altitude about 8,900 feet. It contains a store, hotel, and a population of 100, most of whom are engaged in mining. The ores are galena, gray copper, iron and zinc, free gold, and silver. Some of the principal mines are: Nellie, Mendota, Sheridan, Cimaron, Snow Drift, Red Cloud, Ajax, Andrews, Champion and some others. Two, twenty and forty stamp mills are building. This is a good winter camp, where work can be done at all seasons. Game, such as deer, bear, elk and mountain sheep are plentiful.

It is forty-seven miles south from Ouray, by tri-weekly stage in summer, and saddle and snow shoes in winter; fare $8.00; from Rico, by trail thirty miles; Silverton twenty-five miles; saddle in summer and snow shoes in winter. For Eastern distances and fares, see "Ouray." Laborers are in demand; wages from $3.50 to $4. per day.

**Ten Mile**—Or Robinson's Camp, is situated on Ten Mile Creek, in Ten Mile Mining District, one mile south from Kokomo; and nineteen miles north from Leadville; population, 850. The camp is on the eastern slope of Sheep Mountain with the valley of Ten Mile to the south and east, which is half a mile in width covered with a heavy growth of wild grasses. The town has several hotels, chief of which is the Robinson and Bonanza; a great many stores of all kinds, and one of the largest smelting and milling works in the mountains. These works were completed in October, 1880. The main building is 120 by fifty-six feet. There are four saw-mills in the vicinity.

The principal mines are owned and operated by the Robinson Consolidated Mining Company, and carry carbonates, galena and sulphurites; average, $180 and selected ore, $900 per ton. Ten Mile is on the Kokomo Extension of the Denver & Rio Grande Railway; fare from Leadville, $1.50; from Denver, 191 miles; fare $16.80; from Georgetown forty-one miles, via "High Line" stage; fare $6.00; from Denver, via Georgetown and Colorado Division Union Pacific Railway, ninety-three miles; fare $10.30. See "Post Roads" No. 13 and 14.

**Texas Creek**—Fremont county, is a small station on the Denver & Rio Grande Railway, situated on the Arkansas River, opposite the mouth of Texas Creek, a small stream which joins the Arkansas from the south. Distance from Cañon City, twenty-five miles; fare, $2.50. Connected by stages with Silver Cliff, twenty-two miles south; fare, $3.00; from Denver, 186 miles; fare, $14.40. See "Post Roads" No. 59. Tour 6.

**Texas Creek**—Fremont county, a small post office town, situated on Texas Creek, a small stream which runs north and empties into the Arkansas
River opposite Texas Creek Station, on the Denver & Rio Grande Railway. The surroundings are mountains and small valleys, with ranchmen and stockraisers sandwiched in wherever the grass grows. There are some good mineral “prospects” near, but no developments. Fishing and hunting are very good, which, together with good accommodations and the beautiful climate, make this place quite attractive in summer. It is six miles south of Texas Creek Station, on the stage road to Silver Cliff; from Texas Creek Station, fare $1.00; from Silver Cliff, sixteen miles; $2.50; from Denver, 192 miles; $15.40. See “Post Roads” No. 59. Tour 6.

**Thatcher**—Las Animas county, on the Atchison, Topeka & Santa Fe Railway—New Mexican Extension—is a small station, in a stock-raising section of country, forty-four miles south from La Junta, and 107 miles from Pueblo; fare, $6.15.

**Timber Hill**—Hinsdale county, on the Rio Grande Del Norte, and the wagon road from Alamosa to Silverton. Ranch and post office comprise the place, with mountains, bluffs, and timber on all sides. It is twenty-eight miles east from Silverton, and 112 miles west from Alamosa, in a section where game, trout and rugged scenery abound. Fare from Alamosa, $16.75. “Post Roads” No. 76.

**Tin Cup**—Or Virginia City, Gunnison county, is a prosperous mining town, situated on the western slope of the Sawatch Range, forty-one miles west from Buena Vista, and eight miles north from Alpine Pass. The town has a population of about 600, all of whom are engaged in mining, directly or indirectly. The town contains about a dozen stores and shops of all kinds, one smelter, several hotels, chief of which are the Pacific and Eagle. Game as is game is abundant in the mountains near. It is the home of the grizzlies and mountain lions. The streams are full of trout.

The principal mines producing ore, are: Gold Cup, Anna Dedricka, Jimmy Mack, Emma Burr, Tin Cup, Mayflower, King and Queen, Cumberland, and the Forest and Hallogue groups. The ores are sulphur-rich, iron carbonates, black sulphur-rich and galena. Some of these mines are of astonishing richness, running from $100 to $25,000 per ton. The Anna Dedricka is located above “Timber line” and the main shaft is directly on the “hog-back” divide; its average run is 400 ounces in silver, with one ounce in gold. Some choice selections of ores have run $25,000 to the ton.

Tin Cup is surrounded by small mining camps, ranging in population from twenty-five to two hundred. The principal one is Garfield, about ten miles distant, where are located some lodes that run high in silver. From Tin Cup, Hillerton is two miles; Pitkin fourteen miles, Buena Vista forty-one miles, Denver 177 miles. Laborers of all kinds are in demand in the summer months, at good wages. Fare from Buena Vista, rail and stage, via Alpine pass, $5.00. Liabie to change as the railroad is extended. Tour 5.

**Tomichi**—Pronounced Too-meech, Gunnison county, is a small mining camp, formerly called Argenta. It is situated on Tomichi Creek, surrounded by mountains.

**Trinidad**—The county seat of Las Animas county, is five miles south of El Moro, and is an old settled place; the greater portion of the people are of Spanish or Mexican descent; stock-raising is the principal source of income. It is situated on the Animas or Purgatoire River, and the Atchison, Topeka & Santa Fe Railway, 666 miles southwest from Atchison, and five miles south of the line of the Denver & Rio Grande Railway, at El Moro. The town is the largest in southern Colorado. Population 2,226; altitude 6,005 feet above sea level. Trinidad is well provided with fine brick and stone business blocks, where merchandising is carried on in all its branches. Churches and schools are flourishing; secret orders are well represented. Two banks, three newspapers—the Republican, daily and weekly, and the News, weekly. Of hotels, there is little choice, Beal’s, and the United States are the largest.

Coal is abundant near the town, and of the same quality as that at El Moro—same vein in fact, as the principal El Moro mines is only about two miles southeast from Trinidad. Timber of good quality is found about two miles southwest of the town where are located three large sawmills. Iron mines are also near, but not developed.

In the little valleys and along the Animas River, wheat, oats, barley, and other small grains, and vegetables are raised in abundance, making Trinidad quite an agricultural centre. For scenery, Trinidad can point to Mount Fisher, close in the rear, which is 9,400 feet elevation; and also the Great Raton Range, to the south and west, where game is abundant. See “Post Roads” Nos. 29, 52 and 53.

Distance from Pueblo, via El Moro and Chuchura, eighty-six miles by rail, and five miles by hack, rail fare, $8.00; hack, fifty cents; total, ninety-one miles; fare, $9.10; via La Junta, all rail, 143 miles; fare, $8.20, to Atchison, fare $28.25; to Denver, 211 miles, rail and hack; total fare, $16.30.

**Troublesome**—Grand county, is situated twelve miles due west from Hot Sulphur Springs, Middle Park, on Troublesome Creek, just above its junction with Grand River, and about one mile from the great valley of the Grand. The surrounding country is occupied with ranchmen who raise potatoes and vegetables. Oats are raised, but cut green for feed. The valley of the Grand is about fifteen miles long, by five miles wide, occupied chiefly by stock-raisers.

The town of Troublesome is composed of a soldiers’ camp, store, and a few settlers’ cabins. Distance from Denver, 114 miles; from Hot Sulphur Springs there is no regular conveyance. See “Post Roads” No. 13, also, “Hot Sulphur Springs.”

**Turkey Creek**—El Paso county, is situated twenty miles south from Colorado Springs, by wag-
on road along the base of the mountains, and twenty-five miles northeast from Cañon City. A post office, a lone cabin, one man, one woman and two babies, comprise the city; whose chief occupation consists in "punching cows." Game, such as deer, antelope, bear and elk, are often found in the vicinity, and at one time abundance of wild turkeys, but now they are scarce. Fare from Colorado Springs, $3.00; from Denver, ninety-five miles, $7.90. "Post Roads" No. 43.

Twin Lake Station—Lake county. See "Hayden."

Twin Lakes—In Lake county, is the most charming summer resort in Colorado. They are situated at the eastern base of the Sawaché Range of mountains, at an altitude of 9,333 feet, on Twin Lake Creek, an important tributary of the Arkansas River. Hunter's Pass is directly west, and Lake Creek Pass, to the southwest. The latter affords a short route to the Gunnison country. The lower lake covers 1,235 and the upper 475 acres, the length being about double the width. The upper lake is about five feet the highest, connected by a small stream, which ripples over a pebbly bottom, clear, pure and cold, half a mile in length through grassy meadow lands studded with scattering shade trees, affording delightful grounds for campers or pic-nic parties. The surroundings are most grand and beautiful. Just to the head of the lakes on the north stands Mount Elbert, uncovered except by a mantle of snow, in respect for the beauties on every side, at an altitude of 14,360 feet, or 5,027 feet above the level of the lakes. To the south, opposite, are the Twin Peaks and Grizzly; some less in altitude but none the less beautiful in their varied coloring of green, grey and gold. The lakes lay in a general direction from east to west; on the south side the mountains rise from the waters' edge, covered with pine, spruce, aspen trees and shrubs, extending to the timber line, where game of all kinds are abundant, including the grizzly bear, mountain grouse and quail. On the north side, along the shore, is a good carriage road, and a grassy bottom, back of which the country is a rolling prairie, with bluffs near the base of the mountains covered with a scrubby growth of pine and cedar trees. The accommodations for tourists consists in five hotels, and a number of small cottages. The principal houses are: "Twin Lakes House," on the north, and "Lakeside House" on the south sides. The former is kept by Geo. R. Fisher, Esq., who never falters in his efforts to make the stay of his guests a pleasant and happy one. Trout and game of different kinds are his specialties, and right royally are they served. The lakes abound in trout. Boats and tackle are provided at the hotels, and those that could not be happy at Twin Lakes, we fear will find the great hereafter an uncomfortable abiding place.

Besides the hotels and cottages, the place has a post office, store, restaurants and saloons, and to the westward some good "prospects" for minerals—gold and silver. Resident population about 250, many of whom are engaged in the mines. The principal developed mines are: Amazon, Victory, French Duke, and a group of mines owned by Sidney Smith, of Leavenworth, Kansas. The assays from the above are said to run from $100 to $1,800 per ton. Distance from Leadville, south, sixteen miles by good toll road, or by rail to Hayden Station, and by hack four miles west; fare, $1.50. See "Fares to Hayden." Tour 7.

Tyner—Larimer county, is situated in the North Park, on Jack Creek, where silver mines abound; the country around about is very mountainous and is filled with game, as is game. The ores are ruby, sulphur ettes and silver glance. Gas Light, Eldorado and Dolly Varden, are the principal
mines, some of which assay rich. Population in vicinity, seventy-five. Distance from railroad, 100 miles from Laramie City, W. T. Stage in summer twice a week; fare, $12.00. From Georgetown, rail and stage, eighty miles, fare, $12.00.

Ula—Custer county, is in Wet Mountain Valley, on the west side of Grape Creek, three miles northwest from Silver Cliff. Population about 200. It has a post office, store, hotel and thriving ranchmen on all sides, with the Sangre de Christo range of
mountains to the westward, only a few miles. Altitude, 7,720 feet. The Ula Home is the only hotel. It is said there are some good mineral prospects near the town, but little has been done in developing them. No regular conveyance. See “Silver Cliff.”

**Undercliffe**—Pueblo county, is a ranch post office on the Huerfano River, thirteen miles due east from Greenhorn, a station on the Denver & Rio Grande Railway. The farming land in the vicinity is only limited by the water supply for irrigating, which is small. Stock-raising is the chief industry. “Post Roads” No. 50.

**Valmont**—Boulder county, is situated on Boulder River, and the Boulder Valley Branch of the Union Pacific Railway, forty-five miles northwest from Denver and three miles east from Boulder City. Stock-raising and farming is the principal occupation of the people. Fare from Denver, $2.25; from Boulder, twenty cents. Daily Trains. See “Boulder.”

**Vallie**—Fremont county, is a small station on the Denver & Rio Grande Railway, and the Arkansas River, eighty-eight miles west from Cañon City; fare, $3.35; from Denver, 199 miles; fare, $15.75. Settlers are mostly stock-raisers. Tour 6.

**Villa Grove**—Saguache county, is a small town in Homan’s Park, a few miles west from the western base of the Sangre de Cristo Mountains, and twenty-one miles northeast from Saguache. The principal occupation of the settlers is stock-raising. Fare from Poncho Springs, $3.50; from Alamosa, eighty-six miles, $10.50; from Denver, via Poncho Springs, Denver & Rio Grande Railway, and stage, 245 miles, $15.65. See “Post Roads” Nos. 76 and 79.

**Veta Pass**—On the Sangre de Cristo Mountains, is a station on the Denver & Rio Grande Railway, 209 miles south from Denver, at an altitude of 9,839 feet above sea level, and until the South Park road reached the Summit of Kenosha Hill, was the highest point in North America attained by any railroad.

The place consists of a stone station building, telegraph office, etc., and two other buildings, surrounded by a forest of tall timber. Game, such as deer, elk, mountain sheep, bear and grouse, range near the station, affording the hunter rare sport, as well as profit. Fare from Pueblo, $8.55; from Denver, $16.35. Tour 7.

**Virginia City**—Gunnison county. See “Tin Cup.”

**Virginia Dale**—Larimer county, in the extreme northern part, was once a noted stage station on the Overland Stage road, across the continent. It is at the head of a deep gorge, on Dale Creek, near the Cache a la Poudre River. On the east side of the cañon, the wall of the overhanging rock rises about 600 feet high, for a mile along the stream, giving a wild and picturesque beauty, a sublimity and grandeur to the scene, rarely surpassed. This point is called the “Lover’s Leap,” though we never learned that any one ever leaped off; but if the leap was made, we judge that the jar on alighting in the valley, 600 feet below, must have knocked all the love, romance or sentiment, out of those making it. In and around this place are numerous dells, grottoes, gorges, cañions, precipices, towering peaks and rugged recesses, enough to employ the tourist for some time in examining their beauties.

Some “yellow-covered novelist” has immortalized Virginia Dale, by calling it the “Robbers’ Roost,” though failing to inform us what they roosted on. But aside from this questionable honor, Virginia Dale is the the most widely known and celebrated of any locality in these mountains. There are a few good buildings around the place, where excursionists, who visit to enjoy the scenery, mountain air, and rare fishing and hunting, are provided for. It is nine miles east of south from Sherman, a station on the Union Pacific Railway. “Post Roads” No. 2.

**Wahatoya**—Huerfano county, is a small station on the Denver & Rio Grande Railway, sixty-three miles south from Pueblo, and 183 miles from Denver. It is situated on the Cucharas River, along which is a strip of good agricultural land, occupied by Spanish-Mexicans, who raise some grain and vegetables, and more sheep and goats. Fare from Pueblo, $6.30; from Denver, $14.10. Tour 7.

**Walsens**—Or Walsenburg, is the county seat of Huerfano county, situated on the Cucharas River, and the Denver & Rio Grande Railway, fifty-six miles south from Pueblo, and 176 from Denver. The settlement of a few hundred people who are mostly Germans, are engaged in farming along the river bottoms, some mining and stock-raising. The valley above and below the town is settled by Spanish-Mexicans, who are engaged in raising sheep and goats.

Walsenburg is near the northern base of the Spanish Peaks, and is the best point to stop while exploring those lofty wonders of the mountain system. Fare from Pueblo, $5.60; from Denver, $13.40. Tour 7. See “Post Roads” No. 54.

**Wagon Wheel Gap**—Rio Grande county, is one of the most charming summer resorts in Colorado, and taking it in all its varied attractions, it has no peer in any land. Here are located Hot Sulphur Springs of remarkable medicinal properties. The mountain scenery is grand and beautiful in the extreme. Game, such as deer, bear, elk, grouse, quail, etc., are abundant in the hills, and speckled trout in the streams, which, together with the most healthful climate, add greatly to the pleasure of a season’s sojourn and rambles at Wagon Wheel Gap. The location is on the Rio Grande Del Norte, twenty-nine miles west from Del Norte, and sixty-nine miles from the railway at Alamosa, at a point where
a high mountain range extends north and south for a hundred miles or more, which has been cut through by the action of the waters in centuries passed, leaving a gateway, with vertical cliffs, in places overhanging from 500 to 1,500 feet in height. These great walls are of reddish grey sandstone, several miles in length, with only sufficient room along their base for the river and wagon road. Just above this “gap” comes In Hot Spring Creek, where are located the Springs, a fine, large hotel and bath accommodation for guests. See illustration, page 154.

The analysis of the waters are as follows. Temperature, 148° Farenheit:

<table>
<thead>
<tr>
<th>Mineral</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbonate of Lime</td>
<td>18.09</td>
</tr>
<tr>
<td>of Magnesia</td>
<td>2.88</td>
</tr>
<tr>
<td>Sulphate of Barium</td>
<td>6.13</td>
</tr>
<tr>
<td>Chloride of Sodium</td>
<td>6.85</td>
</tr>
<tr>
<td>Silica</td>
<td>0.62</td>
</tr>
<tr>
<td>Organic Matter—Hydro Sul</td>
<td>7.00</td>
</tr>
</tbody>
</table>

Total solids ........................................ $42.65
Hydro sulphate gas, 7 grains in 19.9 cub. in.
Attitude, 8,459 feet.

Hotel rates run from $2.00 to $3.00 per day, and from $10.00 to $12.00 per week.

Located on the stage road from Alamosa to the western San Juan cities; from Alamosa, fare, $7.00; from Denver, 250 miles, by rail to Alamosa; fare $20.80; total, $27.80. “Post Roads” Nos. 76 and 79.

Ward District—Boulder county, is a small mining camp, forty miles northwest from Boulder City, on “Post Road” No. 8. It is situated between Left Hand and James Creeks, seven miles west from Gold Hill; population, 100, engaged in mining. The principal developed mines are: Stoughton, Utica, Columbia and Celestial. The ores are principally gold. Reduction works and stamp mills are established here. Fare from Boulder, $6.00. “Post Roads” No. 8.

Watkins—Arapahoe county. See “Box Elder.”

Webster—Park county, a station on the South Park Division Union Pacific Railway, seventy miles from Denver; fare, $7.00. When this station was the “end of the track,” and thousands were en route for Leadville, it was a very busy place. At the hotel, one dollar for a blanket and lay on the floor, was the best accommodations afforded. One would suppose this exorbitant price for a blanket would satisfy the most rapacious landlord; yet, when the the demand for blankets exceeded the supply, the greedy host would watch for a sleeper, and finding one, snatch away the blanket once sold for a dollar for the night, and sell it for another dollar, and so on ad libitum. The proprietor of the hovel called it a “poor night” when the same blanket could only be sold three or four times. The few people who still remain at Webster, sigh for the “good old times,” and say, “we will soon have a bigger boom than ever,” and point you to the mineral prospects in the vicinity with great confidence, both in Hill’s Valley, and the Geneva districts, to the north and westward. The scenery about Webster is very interesting, and from a few miles west, at a point on the south side of the river—the one from which our artist made the illustration, on page fifty—is magnificent. Two passenger trains daily, from the east and the west. Tour 5.

Weldon Valley—Weld county, on the north side of the South Platte River, opposite Fremont’s Orchard, is a ranch and post office, for the accommodation of a few hundred people, who are engaged in farming and stock-raising. Grain and vegetables, of all kinds, make good crops when irrigated, but the land adapted to agriculture is quite limited. The place is on the line of the Julesburg Branch of the Union Pacific Railway, thirty-five miles east from Greeley, with which it is connected by “Post Roads” No. 3. Fare, $4.50.

Weissport—El Paso county. See “Divide.”

West Las Animas—County seat of Bent county, is situated on the south bank of the Arkansas River, and the line of the Atchison, Topeka & Santa Fe Railway, in the midst of the largest and finest body of agricultural land in Southern Colorado, about fifteen miles in width, and extending for forty miles up and down the river. The town has stores, hotels and shops of all kinds, and one weekly newspaper—the Leader. Carpenter’s is the principal hotel. Population, 400; tributary, 600; altitude, 3,048. It is the principal shipping point for cattle and sheep in this portion of Colorado. Large herds are driven up from the southern country, held in readiness for cars, and forwarded to the eastern markets. Distance east, from Pueblo, eighty-three miles; Kansas City, 536 miles; Fort Lyons, is northeast, four miles; Trinidad, southwest, 100 miles; fare from Pueblo, $4.70. Tour 8.

Weston—Once a “booming” station on the South Park Division Union Pacific Railway, is in Park county, two miles west of Garo’s; now entirely abandoned. From Weston, when it was the “end of the track,” an immense amount of freight destined for the new carbonate camps to the westward, as well as stages with passengers, mails and express, went via Weston Pass, over the “range” to Leadville, thirty miles. Distance from Denver, 106 miles; fare $9. Tour 5.

West Gunnison—Gunnison county, is one mile west from Gunnison City, near the Gunnison river. Population, 200. It is claimed this will be the place selected by the railways for their depots, round houses, etc., on account of its close proximity to the river. It has one good hotel, the Cuenin, and several stores, and one weekly newspaper, the Gunnison Review. Mail matter is supplied from Gunnison City. See also, distances and fares from the same place.

Wet Mountain Valley—In Custer and Fremont counties, is one of the most beautiful, as well as the most productive of all the mountain valleys of Colorado. It is about twenty-five miles in length, with an average width of three miles of
In the very many nooks, vales, dels and parks, which surround this great undulating basin, are numberless springs and rivulets, which, with the waters from the melting snow on the mountains, find their way to and from Grape Creek, a stream that leaves the valley through one of the wildest and most romantic cañon gorges in the State, reaching the Arkansas River a few miles west from Cañon City. See "Grape Creek Canon," Page 67. This valley, hemmed in as it is, on all sides, the cold winds and severe storms, usual in other localities of like altitude, (7,500 feet), and geographical position, are greatly modified, being protected by the mountain ranges, while in summer the weather is correspondingly cool and pleasant.

The first settlement in the valley was in 1869. In March, 1870, a colony of Germans from Chicago, conducted by Gen. Carl Walsten, settled in the valley and commenced farming and stock-raising on the co-operative plan. Six months of bickering resulted in a division of interests, each for himself; some returned, others remained. All the original settlers that were content to remain, and hide their time, and work; are rich, or in very comfortable circumstances. The agricultural lands in the valley are all taken up, and the greater portion under cultivation, yielding good crops of all kinds of grain and vegetables, excepting corn, which is very generally practiced. It is reached by "Post Road" No. 2.

Wheatland—Larimer county, on the Cache a la Poudre River, is a ranch and post office, surrounded by rich agricultural lands, where all kinds of grain and vegetables yield good crops, with irrigation, which is very generally practiced. It is reached by "Post Road" No. 2.

Wheeler—Summit county, is situated at the junction of West Ten Mile with the main stream, in the midst of a heavy growth of timber. It is a small hay and consisting of a post office, hotel, mining camp, several shops and private residences and, with immediate surroundings, a population of 150. To
the south of the town is Copper Mountain, on the east is a solid mountain of granite, rising abruptly from the bed of the stream; on the west and northwest is Wheeler Mountain. In all of these mountains rich mineral "prospects" have been found, some of which assay from $40 to $90 per ton, in silver. Wheeler is about seven miles north from Kokomo, and fifteen miles from Breckenridge.

White Rock—Boulder county, is a small station on the line of the Boulder Valley Branch of the Union Pacific Railway, forty-two miles from Denver, on Boulder River. Flouring mills and farming. Fare from Denver, $2.20.

White Pine—Gunnison county, is a small mining camp on Tomichi Creek, five miles north from Monarch Pass, and about twelve miles from Garfield, the nearest point reached by established conveyance.

Widefield—El Paso county, is a small station on the Denver & Rio Grande Railway, nine miles south from Colorado Springs, and eighty-four from Denver. Fare, $5.45. Tour 6.

Willowville—Jefferson county, is a ranch and post office away up in the mountains, on Elk Creek, where are some mineral "prospects." It is situated on the Old Bradford Hill wagon road, five miles north from Crosson's, and fifteen miles southwest from Morrison. See "Crosson's" and "Morrison."

Wild Horse—Bent county, is on the Big Sandy River, and the Kansas Pacific Division Union Pacific Railway, 141 miles east from Denver. Fare, $8.90. It is on a broad prairie, occupied exclusively by stockraisers. Tour 4.

Windham—Ouray county, is at the mouth of the Uncompahgre Cañon, on the Uncompahgre River, three miles north from Ouray. It is a small ranch, post office, and a few buildings. See "Ouray."

Yorkville—Fremont county, a post office and stage station on the stage road south from Cañon City to Silver Cliff. The road is rough and mountainous, and the scenery is of the rugged order. Game is most abundant; elk, deer, bear, grouse and an occasional grizzly. Distance, fifteen miles to Cañon City, by stage; fare, $2.50; to Silver Cliff, fourteen miles; fare, $1.50; from Denver 175 miles; fare by rail and stage, $14.40. See "Post Roads" No. 45.

Zapata—Costilla county, San Luis Park, is situated at the western base of the Sangre de Cristo mountains, five miles northwest from Mount Blanco. Sheep and cattle occupy the attention of the few people in the vicinity. Distance twenty miles northeast from Alamosa; fare, $2.50.

See "Kester" under the head of "Items as they Run."
POST ROADS IN COLORADO.

No. 1.—From Greeley west, via Hillsborough, Big Thompson, to Namaqua, twenty-five miles, and back, twice a week. Leave Greeley Mondays and Thursdays, at 10:00 A. M.; arrive at Namaqua at 6:00 P. M. Leave Namaqua Tuesdays and Fridays, at 10:00 A. M.; arrive at Greeley at 6:00 P. M. Hack.

No. 2.—From Greeley northwest, via Liberty, Wheatland, Fort Collins and La Porte, to Livermore, forty-seven miles and back, twice a week. Leave Greeley Tuesdays and Fridays, at 6:00 A. M.; arrive at Livermore by 9:00 P. M. Leave Livermore Wednesdays and Saturdays, at 6:00 A. M.; arrive at Greeley by 9:00 P. M. Hack.

No. 3.—From Greeley east and northeast, via Platte Valley, Corona, South Platte, Buffalo, Sarinda, and Sterling, to Sidney, Nebraska, 140 miles and back, twice a week. Leave Greeley, Mondays and Thursdays, at 8:00 A. M.; arrive at Sidney following Wednesdays and Saturdays, by 6:00 P. M. Leave Sidney, Tuesdays and Thursdays, and arrive at Greeley the following Wednesdays and Saturdays, by 7:00 P. M. Hack.

No. 4.—From Longmont west via Pella, to Estes Park, from July 1st, to September 30th, thirty-five miles and back, daily, except Sundays. Leave Longmont at 11:00 A. M.; arrive at Estes Park by 7:00 P. M. Leave Estes Park at 8:30 A. M.; arrive at Longmont by 4:30 P. M. Stage.

No. 5.—From Loveland to Estes Park, thirty-eight miles, increased service and three times a week, from June 1st to 30th, of each year. Stage.

No. 6.—From Boulder southwest, to Magnolia, nine miles, and back, three times a week. Leave Boulder, Tuesdays and Thursdays, Sundays, at 9:00 A. M.; arrive at Magnolia by 12:00 M. Leave Magnolia on Tuesdays, Thursdays and Saturdays, at 2:00 P. M.; arrive at Boulder by 5:00 P. M. Hack.

No. 7.—From Boulder northwest, to Sunshine, seven miles and back, six times a week. Leave Boulder daily, except Sundays, at 2:00 P. M.; arrive at Sunshine by 4:00 P. M. Leave Sunshine, except Sundays, at 8:30 A. M.; arrive at Boulder by 10:30 A. M. Hack.

No. 8.—From Boulder west and north, via Oro, delfan, Crisman, Salina, Left Hand, Rockville and Jamestown, to Ward District, forty miles and back, six times a week, between Boulder and Left Hand, eleven miles, and three times a week the residue. Leave Boulder daily, except Sundays, at 8:00 A. M.; arrive at Left Hand by 11:00 A. M. Leave Left Hand daily, except Sundays, at 3:00 P. M.; arrive at Boulder by 6:00 P. M. Leave Left Hand, Mondays, Wednesdays and Fridays, at 12:00 M.; arrive at Ward District by 8:00 P. M. Leave Ward District, Tuesdays, Thursdays and Saturdays, at 6:00 A. M.; arrive at Left Hand by 2:00 P. M. Stage.

No. 9.—From Crisman west to Sugar Loaf, five miles, and back, once a week. Leave Crisman, Fridays at 10:00 A. M.; arrive at Sugar Loaf by 12:00 M. Leave Sugar Loaf Fridays at 1:00 P. M.; arrive at Crisman by 3:00 P. M. Saddle.

No. 10.—From Boulder west, by Nederland, to Caribou, twenty-two miles, and back, three times a week. Leave Boulder, Tuesdays, Thursdays and Saturdays, at 1:00 P. M.; arrive at Caribou by 7:00 P. M. Leave Caribou, Tuesdays, Thursdays and Saturdays, at 6:00 A. M.; arrive at Boulder by 12:00 M. Stage.

No. 11.—From Central City east and north, via Black Hawk and Rollinsville, to Nederland, seventeen miles, and back, three times a week. Leave Central City, Tuesdays, Thursdays and Saturdays, at 6:00 A. M.; arrive at Nederland by 12:00 M. Leave Nederland Tuesdays, Thursdays and Saturdays, at 1:00 P. M.; arrive at Central City by 7:00 P. M. Stage.

No. 12.—From Georgetown northwest by Empire City, Frasier and Twelve Mile, to Hot Sulphur Springs, in Middle Park, forty-seven miles and back three times a week. Leave Georgetown, Tuesdays, Thursdays and Saturdays, at 6:00 A. M.; arrive at Hot Sulphur Springs, at 6:00 P. M. Leave Hot Sulphur Springs Tuesdays, Thursdays and Saturdays, at 6:00 A. M.; arrive at Georgetown 6:00 P. M. Stage.

No. 13.—From Georgetown via “High Line,” west and southerly, via Silver Plume, Montezuma, Junction City and Frisco, to Kokomo, forty-four miles and back, daily, from May 1st to October 31st of each year. Leave Georgetown at 12:00 noon; arrive at Kokomo in fourteen hours. Leave Kokomo at 8:00 A. M.; arrive in Georgetown in fourteen hours. Stage.

No. 14.—From Georgetown, southerly, via Decatur, Chihuahua, Montezuma, Haywoods, Dil
ion and Frisco to Kokomo, fifty miles and back. Daily in the summer months.

No. 15.—From Lake City, westerly, via Capitol City to Rose's Cabin, fourteen miles and back, daily. Leave Lake City at 8:00 A. M.; arrive at Rose's Cabin by 6:00 P. M. Leave Rose's Cabin at 8:00 A. M. ; arrive at Lake City by 6:00 P. M. Hack.

No. 16.—From Florence, southeast, via Greenwood, Beulah, Osage Avenue and Table Mountain to Greenhorn, fifty-four miles and back, three times a week. Leave Florence, Mondays, Wednesdays and Fridays, at 7:00 A. M.; arrive at Greenhorn by 4:30 P. M. Leave Greenhorn, Tuesdays, Thursdays and Saturdays at 7:00 A. M.; arrive at Florence by 4:30 P. M. Saddle.

No. 17.—From Breckenridge, west of north, via Blue River and Williams' Fork, to Hot Sulphur Springs, Middle Park, sixty-two miles and back, once a week. Leave Breckenridge, Wednesdays at 6:00 A. M.; arrive at Hot Sulphur Springs by 9:00 P. M. Leave Hot Sulphur Springs, Tuesdays, at 6:00 A. M.; arrive at Breckenridge by 9:00 P. M. Hack.

No. 18.—From Hot Sulphur Springs, northeastern to Grand Lake, twenty-five miles and back, twice a week, from June 1st to December 31st, of each year. Leave Hot Sulphur Springs, Mondays and Fridays, at 9:00 P. M.; arrive at Grand Lake by 6:00 P. M. Leave Grand Lake Tuesdays and Saturdays at 9:00 A. M.; arrive at Hot Sulphur Springs by 6:00 P. M. Hack.

No. 19.—From Greeley, east along the Platte River, by Lemons, Weldon Valley, Morgan and Pleasant Plain, to Buffalo, 100 miles and back, once a week. Leave Greeley, Wednesdays at 1:00 P. M.; arrive at Buffalo, Tuesdays by 2:00 P. M. Leave Buffalo Thursdays at 5:00 A. M.; arrive at Greeley, Friday by 9:00 P. M. Hack.

No. 20.—From Como, southeast, via Bordensville and Mountaintale to Florissant, forty-eight miles and back, once a week. Leave Como Mondays by 6:00 A. M.; arrive at Florissant by 7:00 P. M. Leave Florissant Tuesdays at 6:00 A. M.; arrive at Como by 7:00 P. M. Hack.

No. 21.—From Conejos, north of west, to Pagosa Springs, eighty-five miles and back, three times a week. Leave Conejos Mondays, Wednesdays and Fridays, at 8:00 A. M.; arrive at Pagosa Springs in twenty hours. Leave Pagosa Springs, Mondays, Wednesdays and Fridays at 8:00 A. M.; arrive at Conejos in twenty hours. Trail.

No. 22.—From Jamestown, south of east, to Balarat, four and a half miles and back, twice a week. Leave Jamestown Mondays and Fridays at 8:00 A. M.; arrive at Balarat by 9:30 A. M. Leave Balarat Mondays and Fridays at 12:00 M.; arrive at Jamestown by 1:30 P. M. Hack.

No. 23.—From Breckenridge, north to Frisco, then south to Kokomo, twenty-six miles, and back, three times a week. Wagons and hacks daily.

No. 24.—From Silver Cliff, north to Dora, six miles, and back, six times a week. Leave Silver Cliff daily, except Sunday, at 10:30 A. M.; arrive at Dora by 12:30 P. M. Leave Dora daily, except Sunday, at 12:30 P. M.; arrive at Silver Cliff by 3:00 P. M. Stages.

No. 25.—From Ouray, southeast, via Poughkeepsie, to Mineral Point, ten miles, and back, three times a week. This is a villainous trail.

No. 26.—From Ouray southwest to San Miguel, twenty-seven miles, and back, three times a week. Leave Ouray, Mondays, Wednesdays, and Fridays, at 6:00 A. M.; arrive at San Miguel by 8:00 P. M. Leave San Miguel, Tuesdays, Thursdays and Saturdays at 6:00 A. M.; arrive at Ouray by 6:00 P. M. Trail.

No. 27.—From Ouray, west and south, via Alder Creek, Placerville, and Ophir, to Rico, ninety miles, and back, daily.

Summer Schedule.—Leave Ouray at 6:00 A. M.; arrive at Rico, second day, by 6:00 P. M. Leave Rico at 6:00 A. M.; arrive at Ouray, second day, by 6:00 P. M.

Winter Schedule.—Leave Ouray at 6:00 A. M.; arrive at Rico, third day, by 6:00 P. M. Leave Rico at 6:00 A. M.; arrive at Ouray, third day, by 6:00 P. M. Trail.

No. 28.—From Placerville, west, down the San Miguel, via Paradox Valley, La Sal, and Old Mountain Fort, to Salina, Utah, 313 miles, and back, once a week. Leave Placerville, Monday, at 8:00 A. M.; arrive at Salina in 132 hours. Leave Salina at 8:00 A. M.; arrive at Placerville in 132 hours. Trail.

No. 29.—From Trinidad, west, via Davis, to Stonewall, thirty-six miles, and back, twice a week. Leave Trinidad, Tuesdays and Saturdays, at 9:00 A. M.; arrive at Stonewall by 6:00 P. M. Leave Stonewall, Mondays and Fridays, at 9:00 A. M.; arrive at Trinidad by 9:00 P. M. Hack.

No. 30.—From Animas Forks, south, via Eureka, to Howardville, eight and one-half miles, and back, twice a week. Leave Animas Forks, Mondays and Wednesdays, at 8:00 A. M.; arrive at Howardville by 12:00 noon. Leave Howardville, Mondays and Wednesdays, and arrive at Animas Forks by 6:00 P. M.

No. 31.—From White River Agency, north, via Windsor and Dixon, to Rawlins, on Union Pacific Railway, 180 miles, and back, once a week. Leave White River, Mondays, at 6:00 A. M.; arrive at Rawlins, next Friday, by 6:00 P. M. Leave Rawlins, Mondays, at 6:00 A. M.; arrive at White River, Friday by 6:00 P. M. Hack.

No. 32.—From Denver, southeast, via Cherry Creek, Pine Grove, Franktown, Rock Ridge, and Elbert, to Gomer's Mill, sixty-four miles, and back, once a week. Leave Denver, Mondays, at 8:00 A. M.; arrive at Gomer's Mill, next day, by 6:00 P. M. Leave Gomer's Mill, Wednesdays, at 8:00 A. M.; arrive at Denver, next day, by 6:00 P. M. Hack.
POST RIDER, ON THE TRAIL.

No. 33.—From Castle Rock, east, via Franktown and Running Creek, to Kiowa, twenty-seven miles, and back, three times a week. Leave Castle Rock, Mondays, Wednesdays and Fridays, at 8:00 a. m.; arrive at Kiowa by 4:00 p. m. Leave Kiowa, Tuesdays, Thursdays and Saturdays, at 8:00 a. m.; arrive at Castle Rock by 4:00 p. m.  

_Hack and Saddle._

No. 34.—From Castle Rock, south of west, to Bear Cañon, six miles, and back, once a week. Leave Castle Rock, Saturdays, at 1:00 p. m.; arrive at Bear Cañon by 3:00 p. m. Leave Bear Cañon, Saturdays, at 10:00 a. m.; arrive at Castle Rock by 12:00 noon.  

_Hack._

No. 35.—From Greenland, east to Spring Valley, five miles and back, twice a week. Leave Greenland Tuesdays and Saturdays at 6:00 p. m. Arrive at Spring Valley by 7:30 p. m. Leave Spring Valley Tuesdays and Saturdays at 3:30 p. m. Arrive at Greenland by 5:00 p. m.  

_Hack and Saddle._

No. 36.—From Monument, north of east, via Table Rock, Gomer’s Mills, Bijou Basin, O. Z. and Big Sandy to River Bend, 60 miles and back, twice a week. Leave Monument Mondays and Tuesdays at 7:00 a. m. Arrive at River Bend next day by 12:00 noon. Leave River Bend Wednesdays and Fridays at 7:00 a. m. Arrive at Monument next day by 8:00 p. m.  

_Hack and Saddle._

No. 37.—From Colorado Springs northeast to Easton, 19 miles and back, once a week. Leave Colorado Springs Mondays at 9:00 a. m. Arrive at Easton by 2:00 p. m. Leave Easton, Tuesdays at 9:00 a. m. Arrive at Colorado Springs by 2:00 p. m.  

_Hack._

No. 38.—From Manitou west, via Summit Park, Florissant, Rocky and Hartsel to Garo’s, 74 miles and back, three times a week. Leave Manitou Mondays, Wednesdays and Fridays at 6:00 a. m.; arrive at Garo’s next days by 5:00 p. m. Leave Garo’s, Mondays, Wednesdays and Fridays at 6:00 a. m. Arrive at Manitou next days at 5:00 p. m.  

Coach.

No. 39.—From Morrison west, via Evergreen to Brookvale, 20 miles and back, once a week. Leave Morrison, Mondays at 10:00 a. m. Arrive at Brookvale by 4:00 p. m. Leave Brookvale Tuesdays at 9:00 a. m. Arrive at Morrison at 3:00 p. m.  

_Hack._

No. 40.—From Webster, west, via Hall’s Valley, Montezuma, St. John, Pesto and Lincoln City to Breckenridge, 39 miles and back, three times a week. Leave Webster, Mondays, Wednesdays and Fridays at 7:00 a. m. Arrive at Breckenridge next day by 6:00 p. m. Leave Breckenridge Mondays, Wednesdays and Fridays at 7:00 a. m. Arrive at Webster next days by 6:00 p. m.  

_Hack._

No. 41.—From Como northwest, via Hamilton and Conger to Breckenridge, 18 miles and back, six times a week. Leave Como daily, except Sunday, at 6:00 a. m. Arrive at Breckenridge by 12:00 noon. Leave Breckenridge daily, except Sunday, at 1:00 p. m. Arrive at Como by 7:00 p. m.  

Concord Coaches.

No. 42.—From Fairplay, west, via Alma to Dudley, 7 miles and back, six times a week. Leave Fairplay daily, except Sundays, at 8:00 a. m. Arrive at Dudley by 10:00 a. m. Leave Dudley daily, except Sundays, at 4:00 p. m. Arrive at Fairplay by 6:00 p. m.  

Coach.

No. 43.—From Cañon City northeast via Glendale, Turkey Creek and Little Fountain to Colorado Springs, 45 miles and back, once a week. Leave Cañon City, Mondays at 6:00 a. m. Arrive at Colorado Springs by 9:00 p. m. Leave Colorado Springs Wednesdays at 6:00 a. m. Arrive at Cañon City by 9:00 p. m.  

_Hack._

No. 44.—From Cañon City northwest via Current Creek and Kester to Garo’s, 61 miles and back, once a week. Leave Cañon City Mondays at 7:00 a. m. Arrive at Garo’s next day by 5:00 p. m. Leave Garo’s Fridays at 7:00 a. m. Arrive at Cañon City next day by 7:00 p. m.  

_Hack._

No. 45.—From Cañon City south via Yorkville and Galem to Rosita, 28 miles and back, six times a week. Leave Cañon City daily, except Sundays, at 8:00 a. m. Leave Rosita daily, except Sundays, at 4:00 a. m. Arrive at Cañon City by 11:30 a. m.  

Four-Horse Coaches.

[Changes will be made when rail road reaches Silver Cliff.]

No. 46.—From Yorkville southwest to Silver Cliff, sixteen miles and back, six times a week. Leave Yorkville daily, except Sunday, at 1:00 p. m.; arrive at Silver Cliff by 4:00 p. m. Leave Silver
Cliff daily, Sundays excepted, at 4:00 a.m.; arrive at Yorkville, 8:00 a.m.

[Changes will be made when railroad reaches Silver Cliff.]

**No. 47.**—From Pueblo, south of west, via Greenwood and Silver Park to Rosita, forty-nine miles and back, six times a week. Leave Pueblo daily, except Sundays, at 7:00 a.m.; arrive at Rosita by 5:00 p.m. Leave Rosita, at 8:00 a.m., daily, except Sunday; arrive at Pueblo, by 6:00 p.m.

Hack.

**No. 48.**—From Pueblo, southwest, via St. Charles, Agate and Muddy Creek, to Greenhorn, thirty-five miles, and back, three times a week. Leave Pueblo, Tuesdays, Thursdays and Saturdays at 7:00 a.m.; arrive at Greenhorn by 2:00 p.m. Leave Greenhorn, Mondays, Wednesdays and Fridays at 6:00 a.m.; arrive at Pueblo by 7:00 p.m.

Hack and Saddle.

**No. 49.**—From Greenhorn, northwest, via Table Mountain and Osage Avenue, to Beulah, sixteen miles, and back, twice a week. Leave Greenhorn, Tuesdays and Fridays at 2:00 p.m.; arrive at Beulah, by 7:00 p.m. Leave Beulah, Tuesdays and Fridays at 7:00 a.m.; arrive at Greenhorn by 12:00 noon.

Hack and Saddle.

**No. 50.**—From Boonville, southwest, via Jackson and Juniata, to Huerfano, nineteen miles, and back, once a week. Leave Boonville, Saturdays at 7:00 a.m.; arrive at Huerfano by 12:00 noon. Leave Huerfano, Saturdays at 1:00 p.m.; arrive at Boonville by 6:00 p.m.

Hack.

**No. 51.**—From West Las Animas, southwest via Highbee to Bent's Cañon, fifty miles, and back, once a week. Leave West Las Animas, Mondays at 6:00 a.m.; arrive at Bent's Cañon, by 7:00 p.m. Leave Bent's Cañon, Tuesdays at 6:00 a.m.; arrive at West Las Animas by 7:00 p.m.

Hack.

**No. 52.**—From Trinidad northeast to Pulaski, thirteen miles, and back, once a week. Leave Trinidad Mondays at 1:00, p.m.; arrive at Pulaski by 5:00 p.m. Leave Pulaski Mondays at 9:00 a.m.; arrive at Trinidad by 11:00 a.m.

Hack and Saddle.

**No. 53.**—From Trinidad southeast, via Barcla and San José, to Madison, New Mexico, forty-five miles, and back, once a week. Leave Trinidad, Fridays at 6:00 a.m.; arrive at Madison by 7:00 p.m. Leave Madison Saturdays at 6:00 a.m.; arrive at Trinidad by 7:00 p.m.

Hack and Saddle.

**No. 54.**—From Walsenburg, northwest, via St. Mary's and Badito, to Gardner, thirty miles, and back, three times a week. Leave Walsenburg, Mondays, Wednesdays and Fridays, at 8:00 a.m.; arrive at Gardner by 6:00 p.m. Leave Gardner Tuesdays, Thursdays and Saturdays at 8:00 a.m.; arrive at Walsenburg by 6:00 p.m.

Hack.

**No. 55.**—From Badito, southwest, via Russell to Fort Garland, thirty-eight miles, and back, once a week. Leave Badito, Saturdays at 6:00 a.m.; arrive at Fort Garland by 8:00 p.m. Leave Fort Garland Mondays, at 6:00 a.m.; arrive at Badito by 8:00 p.m.

Trail.

**No. 56.**—From Sangre de Cristo, west of north, via San Isabel, Rio Alto, Cotton Creek and Bismarck, to Villa Grove, thirty-three miles, and back, once a week. Leave Sangre de Cristo at 1:00 p.m.; arrive at Villa Grove by 8:00 p.m. Leave Villa Grove at 5:00 a.m.; arrive at Sangre de Cristo by 12:00 noon.

Hack.

**No. 57.**—From Livermore, southwest, to Elkhorn, twelve miles and back, twice a week. Leave Livermore Wednesdays and Saturdays at 8:00 a.m.; arrive at Elkhorn by 12:00 noon. Leave Elkhorn Tuesdays and Fridays, at 2:00 p.m.; arrive at Livermore by 7:00 p.m.

Hack.

**No. 58.**—From Silver Cliff, south, to Blumenan, twelve miles and back, three times a week. Leave Silver Cliff, Tuesdays, Thursdays and Saturdays, at 7:00 a.m.; arrive at Blumenan by 9:30 a.m. Leave Blumenan Mondays, Wednesdays and Fridays, at 3:00 p.m.; arrive at Silver Cliff by 5:00 p.m.

Hack.
No. 59.—From Silver Cliff, west of north, to Texas Creek, twenty-two miles and back, six times a week. Coaches.

No. 60.—From Livermore, southwest, via Elk horn to Lulu, sixty-two miles and back, twice a week. Hack in summer and Saddle in winter.

No. 61.—From Cascade, west to Rico, twenty miles over a villainous trail.

No. 62.—From Alamosa, northeast, via Zapato and Costilla to Silver Cliff, seventy miles and back, three times a week. Trail.

No. 63.—From Crested Butte, west, to Irwin, eight miles. Hack.

No. 64.—From Buena Vista, southwest, via Alpine, Pitkin and Parlin to Gunnison City, eighty-one miles and back, daily, on a schedule of twenty hours in summer, and thirty-six hours in winter.

Rail, hack and coach.

No. 65.—From Gunnison City, east of north, via How ville (Jack’s cabin); to Crested Butte or Gothic, forty miles, three times a week. Leave Gunnison Mondays, Wednesdays and Fridays, at 7:00 a.m.; arrive at Crested Butte or Gothic, by 7:00 p.m. Leave Crested Butte or Gothic, Tuesdays, Thursdays and Saturdays, at 7:00 a.m.; arrive at Gunnison by 7:00 p.m.

Hack.

No. 66.—From Gunnison City, south, to White Earth, sixteen miles and return, daily. Leave Gunnison at 7:00 a.m.; arrive at White Earth by 3:30 p.m. Leave White Earth at 10:30 a.m.; arrive at Gunnison by 6:00 p.m.

Hack.

No. 67.—From Antelope Springs, west, via San Juan and Howardville to Silverton, sixty miles and back, three times a week. Leave Antelope Springs, Mondays, Wednesdays and Fridays, at 10:30 a.m.; arrive at Silverton next days by 8:30 p.m. Leave Silverton Mondays, Wednesdays and Fridays, at 8:00 a.m.; arrive at Antelope Springs next days by 2:00 p.m. Hack or passenger coach, daily.

No. 68.—From Silverton, south and west, via Nicora and Hermosa, to Parrott City, sixty-nine miles and back, once a week. Leave Silverton Tuesdays at 6:00 a.m.; arrive at Parrott City next day by 6:00 p.m. Leave Parrott City Fridays, at 6:00 a.m.; arrive at Silverton, next day by 6:00 p.m.

Hack and Trail.

No. 69.—From Parrott City, north of west, via Mancos to Dolores, thirty-six miles and back, three times a week. Leave Parrott City, Tuesdays, Thursdays and Saturdays, at 7:00 a.m.; arrive at Dolores, by 7:00 p.m. Leave Dolores, Mondays, Wednesdays and Fridays, at 7:00 a.m.; arrive at Prescott by 7:00 p.m.

Trail.

No. 70.—From Silverton, northwest, via Ophir, to San Miguel, thirty-six miles and back, twice a week. Leave Silverton Mondays and Fridays at 6:00 a.m.; arrive at San Miguel by 3:00 p.m. Leave San Miguel Tuesdays and Saturdays, at 6:00 a.m.; arrive at Silverton by 9:00 p.m.

Horrid trail.

No. 71.—From Ojo Caliente, New Mexico, northwest, to Animas City, 120 miles, three times a week. Leave Ojo Caliente, Mondays, Wednesdays and Saturdays, at 7:00 a.m.; arrive at Animas City Wednesdays, Fridays and Sundays, by 9:00 a.m. Leave Animas City Mondays, Wednesdays and Fridays, at 7:00 a.m.; arrive at Ojo Caliente Wednesdays, Fridays and Sundays, by 9:00 a.m.

At present, a daily "buck-board."

No. 72.—From Animas City, south, via Durango to Farmington, New Mexico, forty miles and back, twice a week. Leave Animas City Mondays and Fridays, 6:00 a.m.; arrive at Farmington by 6:00 p.m. Leave Farmington, Tuesdays and Saturdays, at 6:00 a.m.; arrive at Animas City by 6:00 p.m.

Hack.

No. 73.—From Conejos, west of north, via Piedra to Del Norte, 52 miles and back, once a week. Leave Conejos, Monday at 5:00 a.m. Arrive at Del Norte next day by 4:00 p.m. Leave Del Norte Wednesday at 5:00 a.m. Arrive at Conejos next day at 4:00 p.m.

Saddle.

No. 74.—From Del Norte, southwest to Summit, twenty seven miles and back, three times a week, from May 1st to October 31st of each year, and once the residue.

Summer Schedule—Leave Del Norte, Mondays, Wednesdays and Fridays at 6:00 a.m. Arrive at the Summit by 6:00 p.m. Leave Summit Tuesdays, Thursdays and Saturdays at 6:00 a.m. Arrive at Del Norte by 6:00 p.m.

Hack.

Winter Schedule—Leave Del Norte, Mondays at 8:00 a.m. Arrive at Summit next day by 6:00 p.m. Leave Summit Wednesday at 8:00 a.m. Arrive at Del Norte next day by 6:00 p.m.

Hack.

No. 75.—From Summit southwest to Pagosa Springs, 35 miles and back, three times a week from May 1st to October 31st of each year, and once the residue.

Summer Schedule—Leave Summit Tuesdays, Thursdays and Saturdays at 6:00 a.m.; arrive at Pagosa Springs by 6:00 p.m. Leave Pagosa Springs Mondays, Wednesdays and Fridays at 6:00 a.m.; arrive at Summit by 6:00 p.m.

Winter Schedule—Leave Summit, Mondays at 8:00 a.m.; arrive at Pagosa Springs, next day by 6:00 p.m. Leave Pagosa Springs, Wednesdays at 6:00 a.m.; arrive at Summit next day at 6:00 p.m.

Saddle Trail only.

No. 76.—From Alamosa, northwest, via Del Norte, Wagon Wheel Gap, Antelope Springs and Belford to Lake City, 115 miles. Daily Coaches, four and six horses; Passengers, Mail and Express.

Connect at Lake City for Barum's, Chimarra and Los Pinos Agency, to Ouray, 211 miles.

Daily Coaches, Passengers, Mail and Express.

No. 77.—From Lake City, west, via Sherman, Burrow's Park, Tellurum, to Animas Fore, thirty-one miles, and back, daily.

Saddle.
No. 78.—From Del Norte, northeast, via Saguache, thirty-one miles, Villa Grove and Poncho Springs to South Arkansas, eighty miles.

Daily Coaches, Passengers, Mails and Express.

Connect at Saguache, via Barnum’s, for Lake City, 136 miles.

Daily Coaches, Passengers, Mails and Express.

Connect at Barnum’s, via Cimmaron and Los Pinos Agency to Ouray, 172 miles.

Daily Coaches, Passengers, Mails and Express.

No. 79.—From South Arkansas, west, via Poncha Springs, Round Mound, Crookville, Pitkin, Gunnison, sixty-seven miles, Powderhorn and Barnum’s, to Lake City, daily, 132 miles.

Coaches, Passenger, Mails and Express.

Connect at Round Mound, via Saguache, Del Norte, Wagon Wheel Gap, Antelope Springs, to Lake City, 161 miles.

Daily Coaches, Passengers, Mails and Express.

Connect at Barnum’s, via Cimmaron, Los Pinos Agency, to Ouray, 179 miles.

Daily Coaches, Passengers, Mails and Express.

Connect at Saguache, via Sanderson, Powderhorn and Barnum’s, to Lake City, 144 miles.

Daily Coaches, Mails and Express.

From South Arkansas, via Del Norte, Lake City and Barnum’s, to Ouray, 200 miles.

Daily Coaches, Passengers, Mails and Express.

POST OFFICES IN COLORADO.

COMPLETE TO OCTOBER 31, 1880.

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AN UNDERGROUND WORLD.

A LEADVILLE ATTRACTION.

The Cyclopean Cave is said to be a wonderful cavern, away down in the bowels of the earth. We did not visit it, having a holy horror for any road in that direction; can not afford to go that way or get as low down; consequently, have compiled from a reported visit made by the editor of the Leadville Chronicle, one of those fearless “quill drivers” who are ever diving into hidden mystery. This cave is eight miles north-east from Leadville, under Gold Mountain. The story of its discovery is extraordinary; it was a “prospect” unlooked for by the discoverers; one surprising in the extreme. Two miners, with a “grub-stake outfit,” were engaged in sinking a shaft, and had got down some fifty feet; had put in a blast, lighted the fuse, and retired to a safe distance, awaiting the explosion; it came, and on investigation the miners found the rocks from the blast had gone down instead of up, and a chasm had been opened beneath them, to an unknown depth. It was this subterranean mystery the Chronicle man explored.

Descending to the bottom of the shaft (see figure 1), a depth of forty-five feet, the further descent is at an angle of forty degrees, over a soft composition of lime, sand and water, when, suddenly, a vast chamber appears, which forms the beginning of the main cave. This chamber shows every evidence of the action of water; the walls of lime, bearing traces of the angry whirl-pool, leaving here and there in the forced channels, huge boulders, with veins of sulphurretts, gold-bearing rock, and streaks of heavily stained copper, showing plainly by the light of torches on every side. Again proceeding, first to the right, then to the left, now into large, open chambers, with ceilings glittering with beautiful stalactites, and, again, through winding, irregular avenues, the passage closing up, leaving only a small passage, to another and still larger cave, the walls reaching to only a few feet from the ground. Rolling, like a barrel, through this passage, a distance of about fifteen feet, a beautiful lake is reached, the waters of which are as pure as crystal.

The winding, intricate hall-ways are said to very much resemble the catacombs of Rome. The precious stalactites glitter in the dim light, like stars in the firmament. Perhaps the most symetrical, if not the largest of the apartments, is called the Chronicle Rotunda. It is 500 feet below the point of entrance to the cave. The roof rises some seventy feet, and is nearly concave, the general appearance being that of the interior of an immense wigwam. The walls are ribbed by the action of the water, and form a series of horizontal circles around the room. The floor is composed of a clear gravel, and through it trickles a crystal stream, called the “River Styx.” (See figure 2.)

One of the wonders of the cave is the lake. No current seems to disturb its placid surface; no living thing finds life within its depths; all is silent as the grave, within this buried pool, where never yet a breeze has stirred a ripple or a sunbeam played, save when a stealthy drop shoots from the darkness overhead and sinks in the blacker night below. All of the lake is not visible from any one spot; in fact, its exact extent is not at present known, as it loses itself beneath a low, rocky arch into the inky darkness beyond.

There are many other chambers worthy of special mention, and there is every reason to believe the cave extends for many miles.

From the main rotunda, a place
called the "Bottomless Pit," is reached, but whether it is bottomless or not, has not been fully ascertained, and a stone let fall, returns but a faint sound to the waiting listener. On, and on, one is conducted, through narrow passages, arches, up and down precipes, among tumbling heaps of pilasters, columns and friezes, divided by strata at regular or irregular intervals, like the ruins of some Old World temple. Other chambers, recesses, passages, etc., have been called "Griffiths Pass," "O'Connor Grotto," "Viele's Studio," "Stein Gallery," "Miriam Cataract," "Davis Palace," "Bridal Veil," "Rachel's Piazza," "Serpents' Glen," "Bessie's Boudoir," "Lady Harris' Drawing-Room," "Beelzebub's Nose," "The Lover's Leap," etc., etc.

FIGURE 2.—Chronicle Rotunda—River Styx—Washing Gold.

SOME OPINIONS OF CROFUTT'S "NEW OVERLAND."

"We took great interest in the perusal of this new American guide book; it contains a vast amount of information, and we should judge the writer to be a person perfectly familiar with the whole country traversed by the Pacific Railway, as the most important features of each particular locality, and objects of interest are described in a brief, judicious and carefully prepared sketch, apparently aiming rather at a clear and truthful statement, than an overdrawn picture. The condensed form and fund of valuable information contained in this little volume is really wonderful."—The Times, London, Eng.

"From the fullness and variety of its information, and the matter-of-fact way in which it is communicated, gives a more extensive insight into the almost inexhaustible resources of the far West than any work we have heretofore seen. The book is excessively interesting, crammed with facts, profusely illustrated with maps and engravings, and in short a complete Vade Mecum over an enormous line, which is a marvel even in these days of engineering triumphs."—The London and China Telegraph, London, Eng.

The official organ of the Mormon Church, the Desert News, (Salt Lake City,) says: "It is just such a guide as is needed by all travelers on the great Pacific Railroad. It is very different from the usual railway time tables, being discursive and descriptive, and so far as relates to this city and territory, is singularly correct."

"It is a worthy herald of such an achievement as the Pacific Railroad. Beside being a complete and authentic guide, in the strict sense of the term, it possesses the charm of a book of travels. It describes with sufficient minuteness each and every station on the Pacific Railroad, including also a description of prominent places in the territories through which the railroad passes. The traveler, with the tourist in his hand as a reference, knows exactly where he is, what places he passes, the mountains, rivers, and other matters which add to the value and interest of travel."—Golden Era, San Francisco.

"It is replete with information of the greatest importance to the settler regarding the character of the soil, the people, wealth, prosperity, climate, agricultural and mineral resources of the country, so eagerly sought after by those seeking therein a home. In brief, it is a condensed history of the great mineral and wealth-teeming country that has been bound closer to our own in an indissoluble bond of iron, which will prove of incalculable benefit to both in the numerous avenues of trade, commerce and thought. We commend it with pleasure."—Art Journal, Chicago.

"The work is valuable for reference, as it contains descriptions of towns, lakes, mountains, springs, etc., on the line of the Pacific Railroad, and other information of great interest to the traveler."—Daily Bee, Sacramento.

"The work is not only valuable to the tourist, but to those desiring to inform themselves in relation to matters connected with this great trans-continental thoroughfare."—Sentinel, Milwaukee.

"Every traveler across the continent should provide himself with a copy."—Omaha Herald.
ANCIENT RUINS.

The great number of pre-historic ruins, scattered over the American continent, from Hudson Bay on the north, to Patagonia on the south, have been, for the last three hundred years, a subject of much thought by some of the most learned historians, writers and geologists of the time. Many books have been written and theories advanced concerning them; yet the facts, regarding the race who inhabited the country, the age of the world when these people lived, when and how they were exterminated, or whether they have gone, are as much in doubt to-day, as when the ruins were first discovered.

The area in the United States over which these remnants of a lost people are to be found, to a greater or less extent, cover upwards of 600,000 square miles, of which about 5,000 miles are in the State of Colorado, chiefly in the western and southwestern portion. The balance are to be found in New Mexico, Arizona, Southern Utah and California, along the Mississippi River, and in several of the northwestern States.

These ruins consist, in part, of cities, temples, walled enclosures and cause-ways, great castles and fortresses, enormous burial mounds, cliff dwellings, scattering hamlets, canals of great extent and capacity, together with pottery and numerous implements of husbandry, of stone, iron, and other metals, with many other unmistakable evidences that would seem to prove beyond a doubt that the people who possessed the country and built the improvements, which now appear to have been abandoned for thousands of years, were of a much more civilized race than those found inhabiting it when visited by our earliest explorers.

According to several writers, this ancient people were of the Aztec and and Toltec race, and that a remnant are now to be found in Central Mexico, but still the question, “where did they come from?” is not answered. We are told, in the Mormon Bible, that they are of the “Lost tribe of Israel,” and that work gives a vivid account of the “tribe’s” voyage across the ocean, their wanderings, wars with the natives and themselves; of their great trials and descensions, and how, from unbelief and wickedness, the Lord forsook them, and how the nomadic Indians of the North finally exterminated all, save one; and that he, Maron, preserved the records and fled with them to a distant part of the country, where he buried them; and how he then laid down and died; and how his spirit appeared to Joseph Smith; and how Smith covered them, etc. If such is the case, then the only question remaining is: What has become of the original record? Will some of our readers look it up?

The area covered by these ruins in Colorado, are wholly on the Pacific drainage, the greater portion on the San Juan, Manceos and Dolores Rivers, all tributaries of the great Colorado River, along which, and its many other tributaries in Utah, Arizona and New Mexico, similar ruins are to be found, covering an area of not less than fifty thousand square miles.

The section of Colorado under consideration, is in La Plata county, in the extreme southwestern portion of the State. It is comparatively flat—one great mesa—cut up in canyons and huge ravines, in places, to a great depth. The heavy showers of rainfall in this country, at certain seasons, and the spring floods which come thundering down from the snow-clad mountains of the San Juan, are the agents who have been at work for countless ages in the construction of these great canyons. The mouth of these canyons, where they reach the great rivers, are sometimes half a mile in width, with sloping verticals, or overhanging walls, in places 2,000 feet in height.

Notwithstanding, the country is cut up with great canyons—innumerable lateral canyons—and huge ravines, it is by no means a total desert, as some writers represent, as along the streams the grass-covered meadows and broad belts of rich bottom lands, afford, with proper cultivation, a considerable area of tillable land; particularly is this so along the San Juan River. Along the valley of the Rio Manceos, Dolores at the big bend, San Juan, McElmo and Hovenweep, and the canyons in the vicinity, are scattered great numbers of ruins of ancient buildings, some in the open ground of the valley, and some in or on the cliffs; all built of stone, surrounded by broken pottery, evidently the remains of that great Pueblo race which once occupied all this region, but which is now without an inhabitant.

The country lying between the Rio Manceos and Dolores is generally dry and sterile, yet it is everywhere covered with fragments of broken pottery, showing its former occupation by a considerable number of inhabitants. Near the mountains the country is pretty well timbered, and along the river bottoms are rich grasses, with some cottonwoods.

Prof. Holmes, of Hayden’s survey, states the manner of walling up the front of the cave dwellings, as shown in the illustration, was observed frequently on the Rio Manceos, where, in corresponding cliffs of shaly sand-stone, there are many well preserved specimens. The view represents a picturesque outstanding promontory, hundreds of feet above the valley, full of dwellings, literally honey-combed by this earth-burrowing race, and as one from below views the rugged, window-pierced crags, he is unconsciously led to wonder if they are not the ruins of some ancient castle, behind whose mouldering walls are hidden the dead secrets of a long forgotten people; but a near approach quickly dispels such fancies, for the windows only prove to be doorways to shallow and irregular apartments of small dimen-
sions. It is hardly probable that these elevated places were the dwellings proper of these people, but occasional resorts for women and children, as a place of safety in times of war, and invasion; and that the somewhat extensive ruins in the valley below were their ordinary dwelling places. On the brink of the promontory above, stands the ruins of a tower, still twelve feet high.

These round towers are very numerous in the valley of the Mancos. In dimensions, they range from ten to fifteen feet in diameter, and from five to fifteen feet in height, while the walls are from one to two feet in thickness. They are in nearly every case connected with other structures, mostly rectangular in form, and were, very likely, look-outs or places of refuge for the "picket guard." Jackson, in his extended examination of the ruins in this region, says: The masonry displayed in the construction of the walls is very creditable; every portion is perfectly plumb. The stones employed are roughly broken to a uniform size, and match perfectly. Much more pains appears to have been taken on the exterior than the interior surfaces, the clay cement being spread to a perfect smooth, plain surface. In places the cement has peeled off; in others, the impressions of the hands, and even the delicate lines of the thumbs and fingers of the builders, can be plainly seen; in one place a perfect mould of the whole inner surface of the hand was imprinted in the plastic cement. Near the McElmo, on the west, is a jagged, butte-like promontory, of brownish-yellow sand-rock, standing out from the mesa, upon the face of which are a number of benches and cave-like recesses. These have been built up and enclosed with neatly-laid walls, making six different houses, or sets of rooms upon these benches, one above the other. Access was had from below by ascending a steep
VALLEY OF THE SAN JUAN.—FIRST VIEWED BY SPANISH MISSIONARIES IN 1540.
slope of debris for about 100 feet to the foot of the rock, where is the first and the largest of the houses. This is some twelve feet in length, by five feet deep, divided midway into two rooms, but rendered somewhat indistinct by the falling down of a portion of the rock back of it. The second bench contains the ruins of a row of three small rock-shelters. Above these are two similar ruins, very difficult to reach, the ledge upon which they stand projecting over the one beneath. The perfectly flat floor of the valley, at the foot of the rock, contain indications of having been occupied by buildings. Fragments of pottery of excellent quality and neatly ornamented, were very abundant in the vicinity.

Prof. Holmes classes these ruins under three headings. First, the lowland, or agricultural settlement; Second, cave dwellings; Third, cliff-houses fortresses. Those of the first class are chiefly on the river bottoms, in close proximity to water, in the very midst of the most fertile lands, and located without reference to security or means of defense. Those of the second class are in the vicinity of agricultural lands, but built in excavations in low-bluff faces of the middle Cretaceous shales. We imagine the sites are chosen with reference to a home and security; while the situation of the cliff-houses is chosen with reference to security only. They are built high up in the steep and inaccessible cliffs, and have the least possible degree of convenience to field or water.

As to use, the position for the most part determines that, the low-land ruins are the remains of agricultural settlements, built and occupied much as similar villages and dwellings are occupied by peaceful and un molested people of to-day. The cave-dwellers, although they may have been of the same and contemporaneous were, probably, built with reference to their peaceable occupations as well as defense, but it is impossible to say whether or not they made these houses their constant dwelling places. The cliff-houses could only have been used as places of refuge and defense. During seasons of invasion and war, families were probably sent to them for security, while the warriors defended their property or went forth to battle; and one can readily imagine that when the hour of total defeat came, they served as a last resort for a disheartened and desperate people.

The cave dwellings are made by digging irregular cavities in the faces of bluffs and cliffs formed of friable rock, and then walling up the fronts, leaving only small doorways and an occasional small window at the side or top.

The cliff-houses conform in shape to the floor of the niche or shelf on which they are built. They are of firm neat masonry, and the manner in which they are attached or cemented to the cliffs is simply marvellous. Their construction has cost a great deal of labor, the rocks and mortar of which they are built having been brought for hundreds of feet up the most precipitous places.
Numerous rock inscriptions are to be seen, both engraved and painted, upon the cliffs, very much resembling those found in Arizona on the Gila River, at a place called "Painted Rocks."

The cliffs, on which are to be found many stone buildings, as shown in the illustration, are of all sizes and dimensions, varying in height from a few feet to over 1,500 feet. They are scattered along the sides of the canyons, sometimes only a few feet from the main walls, and in others several hundred yards away—isolated buttes. We are of the opinion they were all, at one time, a portion of the canyon walls, but by the action of the eroding elements for thousands of years, have become detached, and are now a puzzling problem for both the historian and geologist.

At one point, we are told, twelve miles west from the Ojo Verde, where several canyons unite by the elimination of their dividing walls, and debouch into a comparatively open country, the view westward is over a wide extent of country; in its general aspects a plain, but everywhere deeply cut with a tangled maze of canyons, and thickly set with towers, castles, and spires of most varied and striking forms—the most wonderful monuments of erosion that eyes ever beheld. Near the mesa stand detached portions of it of every possible form, from broad, flat tables to slender cones, crowned with pinnacles of the massive sandstone which form the perpendicular faces of the canyon walls. These castellated buttes are from 1,000 to 1,500 feet in height, and no language is adequate to convey a just idea of the strange and impressive scenery formed by their grand and varied outlines. In some localities the surface is diversified by columns, spires, castles and battlemented towers, of colossal, but often beautiful proportions, closely resembling elaborate structures of art, but in effect, far surpassing the most imposing monuments of human skill. In other places are long lines of spires of white stone, standing on red bases, thousands in number, but so slender as to recall the most delicate carving in ivory, or the fairy architecture of some Gothic Cathedral, many of which were upwards of 500 feet in height.

On the summit of many of these wonderful towers are stone buildings, as represented in the accompanying illustration.

Prof. Powell says of these ruins and people: "These cliff-houses are usually placed on the most inaccessible cliffs; sometimes the mouths of caves have been walled across, and there are many evidences to show their anxiety to secure defensible positions. Probably the nomadic tribes were sweeping down upon them and they resorted to these cliffs and caves for safety."

Deserted dwellings were found on many tributaries of the Colorado, by Col. Powell, together with mounds, cones and curious carved rocks. Again, he says: "In one place we found the ruins of an old stone house, the walls of which are broken down, and we can see where the ancient people who lived here have made a garden and used a spring, that comes out of the rocks; near by we discovered some curious etchings."

"A few miles below Labyrinth Cañon," Powell says, "we come upon the ruins of a large number of houses of stone, similar to those on the Dolores, and the pottery scattered about is identical with that found in so many places. It is very old but of excellent quality, made of red clay, coated with white and handsome figures. Here the houses are built in the side of the cliffs. A mile or two below we saw others, crowning the inaccessible summits—inaccessible except by ladders—of picturesque detached buttes of red sand-stone, which rise to the height of 150 feet above the bottom of the cañon."

In another locality one of the cliff-houses is fully 1,500 feet above the bottom of the cañon, and between 300 and 400 feet below the top. Every house appears in perfect preservation, and when viewed with a field glass, shows the whitewash still on the walls, and its size indicates that the town once contained a thousand or more people. At the bottom of the cliff, it was strewn with ruins, evidently fallen from above, and only portions of the houses were standing.

From this clue to the situation, we are convinced that at the time these towns were inhabited, they extended much farther out, and were connected with the bottom by continuing projections of stone stairways. But in this disintegrating sand-rock, these projections have fallen away, leaving the towns isolated, and where the stream runs close, it has undermined the cliff. Near, a sharp corner of rock rises 1,200 feet, the face of which presents, in successive lines and grooves, the complete history of the wearing down of the cañon. This projecting ledge is composed of sand-stone, bands of brown, shelly, sandy limestone, apparently harder towards the summit, giving cornices and capitals to the castles and palaces into which they have been worn.

History informs us that for a century or two after the settlement of Mexico, marauding expeditions were sent into the country now comprising Arizona, New Mexico and Colorado, for the ostensible purpose of bringing the natives under the dominion of the Spanish crown. Many of their villages were destroyed and their inhabitants are said to have fled to regions at that time unknown, and, as we are told by Col. Powell, there are traditions among the people who inhabit the Pueblos of the present day, that the cañons were those unknown lands. Be this as it may, there's no question but the old Spanish conquerors had monstrous greed for gold as well as a wondrous lust for saving souls. Treasures they must have—if not on earth, why, then in heaven; and when they failed to find heathen temples bedecked with gold, silver and precious gems, they propitiated heaven by seizing the heathens themselves and put them to death to save their souls.

In conclusion, the questions: Who were these people? Where did they come from? When did they live? and Whither have they gone? still remain unanswered.
GLOSSARY OF MINING TERMS

IN COMMON USE IN THE MINING REGIONS OF THE TRANS-MISSISSIPPI COUNTRY.

The list is very complete, and includes the terms used by American, Mexican, Spanish and Cornish Miners.

ABRA—A fissure; a cavity in the rock or lode.
ABRONZADO—Yellow copper ore, or sulphurett of copper.
ACARRERADORES—Wood-carriers.
ACERO—Steel.
ACHICADORES—Workmen employed in removing the water in hole's.
ACHICAR—To diminish or decrease the water in the shaft, or other workings of the mine.
ACICULAR—Straight and slender crystals.
ADEMAR—To timber.
ADEMADOR—A timber man; carpenter in a mine.
ADEME—Timber works for supporting a mine.
ADMINISTRADOR—The Superintendent.
ADMINISTRATION—The management.
ATTRITION—A grinding or wearing down in particulars.
ACUCNA—A die for coined.
ACICAR—To coin.
ACUCNACION—Coining.
ACUCADOR—One who coins money.
AFINACION—Refining ores.
AFECTADO—A grate stone.
AGREGADO—Where the component parts may be separated by mechanical means.
AGUAFUERTES—Nitrous, or nitrous acid; aquafortis.
AHONDAR—To sink, or deepen.
AHONDE—Sinking, or digging downward.
AIR-MACHINES—Machines for forcing in fresh air, or withdrawing foul from badly ventilated mines.
AIR-PIPES—Used in connection with air-machines, or for ventilating mines.
ATCH-PIECE—The plunger; lift where the clacks are affixed.
ALABASTRO—Alabaster.
ALBALADO—White lead.
ALBEbern—A dyke.
ALBANIL—A mason; a brick-layer.
ALBERGO—A hollow, or natural den.
ALEACION—The act; method of alloying metals.
ALEAR—To alloy metals.
ALLIAGOS—The peculiar garlic odor of arcenical minerals when struck or heated.
ALLUVION—A deposit of loose gravel between the superficial vegetable mould and subjacent rock.

ALMACEN—A store-room; warehouse.
ALMAGRO—Red ore; rudite.
ALIMENTOS—An allowance as subsistence; a kind of "grub-stake" to miners until their mines become profitable.
ALMU—The twelfth part of a faratra.
ALTA—The upper part.
ALIFA—Galeana ore.
ALQUILAR—To hire.
ALUMBRAR—Alum.
ALUMÍNIO—Quicksilver, combined with gold or silver, so that its form is changed from a liquid to a solid cake.
AMOLAR—To mould.
AMATISMA—Amethyst.
AMANTO—Amiantus.
AMORFOS—Without form.
AMARO—Continued possession of a mine to secure title; keeping the necessary number of men at work in accordance with mining laws.
ANCHUR—Roominess; width.
ANGULO—A corner; an angle.
ANETRO—Without water of crystallization.
ANTE—Rubbish, containing little or no mineral.
APARADOR—Works for separating silver and gold.
APEROS—Utensils; materials; such as gunpowder, paper, fuse, etc., for blasting.
APEX—The top of a hill, mountain or vein, that descends into the rock or earth.
ARROPE—Digging downward in a vertical direction.
APOLIVILLADOR—Rich minerals.
APRACADORES—Men who re-wash the earth from the tinas.
ARCH—Ground left unworked near a shaft.
ARCHAQ—Tunnels or drifts in a mine, when built with stone or brick, are generally arched over.
ARCILLA—Clay.
ARENILLA—Fine sand.
ARGENTIFERO—Rock or ore, or metal bearing silver.
ARGANTRA—A mill for grinding ores—a crude contrivance, circular in form, where ores are ground to powder by attrition of heavy stones secured by ropes to long poles—about midway—one end of which is fastened on a pivot in the centre of the circle and the other end hauled around by hand or animal power. It is also employed in the amalgamation of gold and silver ores; is constructed in various forms, and propelled by steam or water power.
APAREJA—A pack-saddle; a set of harness; a block and fall; a table.
APROFADOR—Horse-driver for mules, etc.
ARRIBO—A muleteer.
ARROBA—Twenty-five pounds—Spanish weight.
ARGENZO—Arsenic.
ASBERAR—A saw.
ASBESTO—Asbestos.
ASFALTO—Asphaltum.
ASTILERO—Openings in the forest, pasture, &c.
ASSAYING—Finding the per centage of a given metal in ore or bullion.
ASSESSMENT—Amount levied on capital stock; amount of work required by the mining laws to be done on a mine annually to perfect and hold title.
ASSESSADOR—A sawyer.
ATACADERO—A Rammer.
ATACADOR—Ramrod for tapping the charges in blasts.
ATAFAQ—Hist—An open cut in a mine; where it is worked like a quarry.
ATAJADOR—A boy; hostler, who attends the mules, horses, burros, &c.
ATARGE—A water-course of masculinity.
ATECA—Men who collect water in buckets, and fill skins in the shafts with mud and water, in order to pass it off by the shafts.
ATISADOR—A man who attends the furnaces; a stoker.
ATTETRAS—Rubbish in the mine retarding work.
ACID LEVEL—A horizontal excavation used as a drain for the mine.
ACID—A drift or tunnel on a lode or vein.
ACUERDA—Principal tribunal of justice.
ACUERDO—Rock or ore that bears gold.
AVERAGE PRODUICE—The amount of coin value received as the yield...
of any number of tons of ore by mill-run or smelting process, div- 
ided by the number of tons, gives the average value of the 
ore; after which the ores from the same mine are rated above or 
below the average, as they prove to be rich or poor.
Avallo—The owner of a mine with 
plenty of funds for working it.
Avidor—The person who supplies 
working a mine.
Ave—Cash advanced for work-
ing mines.
Avis—Tools; implements.
Audante—An assistant.
Azeron—Red lead.
Azuqero—A person who superin-
tends the process of amalgama-
tion.
Azouque en Caldo—Quicksilver.
Azoguera—Storeroom for quick-
silver.
Azouque—Quicksilver; silver ore 
used for amalgamation.
Azouque Ordinario—Ordinary ore 
for amalgamation.
Azouque Apolivillo—Best ore for 
amalgamation.
Azouque Comun—Common ore for 
amalgamation.
Azouque Razonable—Passable ore 
for amalgamation.
Azufre—Sulphur.
Bach de Ores—The quantity of 
ores sent to the surface by any 
gang of men.
Back of that portion of a lode, or 
level, the highest, or the nearest to 
the level above.
Bal—A term for a mine.
Bancos—Rocks intercepting the 
vein, causing it to take a differ-
ent direction.
Banho—The last application of 
quicksilver to a forta.
Bajo—The lower part; beneath.
Barba—The equal shares into 
which the interest in a mine is 
divided; usually twenty-four; a 
boat; a lode.
Barbata de Laplata—A silver bar 
1,090 ounces.
Bar of Ground—A vein or ridge of 
different description of rock or 
earth, etc., from that in its vicin-
ity.
Barren Contact—A contact vein, 
or a place in the contact vein 
which has no mineral.
Barrena—A boring drill used in 
blasting.
Barrenbro—A boy attendant with 
the boring tools.
Barrenos—Holes made in the rock 
for blasting.
Barreteros—Miners who work 
with picks, crowbars and wedges.
Barry—Loam, clay, mud, &c.
Barquina—A large furnace.
Barquines—Forge, bellows.
Barasal—Basalt.
Bas—The substance to which an 
acid is united.
Base Bullion—Precious metals 
and lead mixed in bars or pigs 
weighing 100 pounds or more, 
convenient for transportation.
Batea—A vessel used for rewash-
ing.
Beat Away—To excavate in hard 
ground.
Bed—A horizontal vein of ore; a 
seam; a deposit.
Bed Rock—The formation under-
lying pay dirt.
Bend—Any indurated argillaceous 
substance; indurated clay, &c.
Beneficiar—To dress ore; or ex-
tract metal from ore.
Bigornio—Bigornio; a small anvil.
Blistening—Drilling a hole into 
the rock with a steel drill, inserting 
exploratory, confining it, and then 
sealing fire, resulting in tearing 
the rocks into fragments.
Blende-Bleenda—A composition 
of iron, zinc, sulphur, silix and 
water, a substance when scratch-
ened emits a phosphoric light.
Blind Lode—A lode having no 
outcrop.
Blower—A smelting furnace.
Bob—The engine beam.
Blossom Rock—Float ore, found 
on the surface or near where 
loves or ledges outcrop; detached 
fragments.
Boca—The first opening made in a 
mine; the pit; mouth; entrance; 
etc.
Bocchorro—Foul air; vapor; suffo-
cating heat; want of ventilation.
Bota—A sack made of skins in 
which water is lifted in the mines.
Botilcucho—Small leather sack.
Bota Grande—A sack made of 
two or more hides used to extract 
water; worked by whins.
Bottoms—The lowest workings.
Bozana—Is good luck; a large 
body of ore; a rich strike; an 
abundant treasure. "He struck 
it rich, he has a bonanza."
Bonny—A vein of ore that commu-
nicates with no vein of ore.
Boom, or Bum—Ditch; a ditch 
or channel washed through to bed-
rock to expose ledges by water, 
accumulated at the head in a 
dam and suddenly let loose.
Bordata—A small pillar.
Bonder—A border of ore left un-
touched by previous workings.
Borracha—The mine that does not 
pay expenses; is in an unproduc-
tive state.
Boulders—Large stones of various 
sizes.
Branch—The wood work over 
the mouth of a shaft, or winze, to 
which the hoisting tackle is fixed.
Branch—A small vein which sepa-
rates from the main lode.
Breasting Ores—Taking ore from 
the face, breast or end of a tun-
nel.
Bronce—Brass; gun-metal; iron 
ypirites; etc.
Bronze—Impurities mixed with the 
ores.
Bryle—Indications of the pres-
ence of a lode, on or near the 
surface.
Bucking iron—The tool with which 
the ore is pulverized.
Bucking Plate—An iron plate on 
which the ore is placed for being 
buckeed.
Bucks—Breakers of ore.
Bulley—A contrivance by which 
the stamped tin is washed from 
its impurities.
Bullding—Flaring the ores from 
foreign substances.
Bullion—Precious metals; gold 
and silver in bars not coined.
Burilada—A chip taken from a 
lot of silver to decide its value.
Burro—Of the ass family.
Burro—A hand whim; a windlass.
Buscones—Miners who work 
mines on shares; tributers.
Byrtron—Furnace for smelting 
ores.
Caballo—A horse; a quantity of 
small mountain rock im-
mersed in the rock.
Cage—The elevator used for hol-
isting and lowering the ore cars 
and materials of a mine.
Cain de Granze—The pit to re-
ceive the crushed ore.
Cajon—Two montons of thirty-two 
quintals each.
Calcinos—Lime burners.
Calcítica—Warm ores, containing 
sulphur of iron and copper, 
and no calcareous matter.
Calcique—Calcareous matters.
Calderos—Boilers.
Canella—Used to cover the fire 
and to charge for blasting.
Cantos—Tubes; pipes.
Canterio—A stone mason; quarry-
man.
Cantera—A quarry.
Cap Rock—Formation overlying 
the ore vein; pinching out the 
mineral.
Carbonate—A geological forma-
tion which carries silver ore and 
rage from ten to twenty-five per 
cent, in lead, together with dirt, 
sand, arsenic, and other matters.
It varies in appearance.
Carboneros—Containing coal.
Carboneros—Makers and sellers of 
charcoal.
Carga—Three hundred and eighty 
tons; Spanish; a load for a pack 
animal; a charge for blasting.
Carilleros—Ore carriers.
Carpentero—A carpenter.
Carretilla de Mano—A wheelbar-
row.
Carroja—A wagon or cart.
Carretiro—A wagoner.
Casada—The mint.
Cascal—A gravel pit.
Cascado—Gravel; rubbish.
Caso—A boiler used in hot amal-
gamation.
Castilla—Flour or flux.
Castillo—The frame of the stamp-
ing machine.
Catal—To search for new mines 
or a prospector.
Caxoneros—Landers at the mouth 
of a shaft.
Caxo—Money chest; treasure.
Celar—To feed or supply a furn-
ace with materials for smelting; 
add quicksilver, &c.
CERO.—A feed for an animal, priming a blast; adding the second lot of quicksilver to the torta.
CEDAZOS.—Sieves.
CERRO.—A mountain.
CHAMBER.—Blanking ore in a shaft.
CHIMNEY.—A chimney shaped body of ore, generally perpendicular.
CHLORIDES.—A compound of chlorine and silver.
CHUTE.—An incline channel through which ore slides.
CINNABAR.—Sulphide of mercury, or ore in which quicksilver is found.
CLACK.—The valve of a pump.
CLAIM.—A piece of land 25 to 300 feet wide and 1500 feet long which the government sells to the person who finds mineral within its limits.
CLARO.—An open space on the lode from which ore has been taken.
COPPER.—Boiling the ore in order to separate the good from the worthless.
COBRE.—Copper.
COBRE DE FUSCO.—Intermediate copper ore.
CORDAGE.—A cartridge for blasting.
COLLADO.—A hill.
COLLAR OF A SHAFT.—The timber by which its upper parts are kept from falling together.
COLORADOS.—Ores showing a coloring of red oxide of iron.
COMBUSTOR.—A reverberatory furnace.
COMPRIMO.—A private or joint-stock undertaking.
CONDUCTA.—An escort for a caravanserai transportation of precious metals, etc.
CONGLOMERATE.—A pudding stone composed of gravel and pebbles connected together.
CONTACT.—A touching, meeting or junction of two different kinds of rock, as porphyry and slate.
CONVENIO.—A legal arrangement.
COPO.—A cupellation furnace.
COPAL.—128 cubic feet of broken ore; about seven tons in quartz rock.
CORE.—Miners usually work but six hours at a time. The "forenoon core" is from 6:00 a.m. to noon; the "afternoon core" from noon to 6:00 p.m.; "night core" from 6:00 p.m. to midnight; "last core" from midnight to 6:00 a.m.; four shifts.
CORTAR LAS SORGAS.—To cut the ropes; abandon a mine.
COSTANEO.—Discovering lodes by sinking pits in their vicinity, and driving transversely in their supposed direction.
COSTADEROS.—Wood-choppers.
COUNTRY ROCK.—The strata or rock through which the vein or lode traverses—usually valueless.
CRUCES.—A cross piece of the arinarias or grinding mills.
CREST.—Outcroppings of a lode; a vein of ore showing on the surface.
CREVICE.—A narrow opening, resulting from a split or crack; a fissure.
CRIADERO.—A locality where ores are thought to abound.
CUBO, or Cubilla.—A circular frame of wood screwed together, as a foundation for bucking or pulverizing ore in a shaft.
CENIZA.—Perforated leather through which the crushed ore falls into a receiver.
CUPULA.—A timber or plank lining for a shaft; the conning of a wall-rock.
CROPPINGS.—The rock that appears on the surface, indicating the presence of mine 1.0.
CROSS-COURSE.—A lode or vein which intersects or crosses a lode at various angles, and generally throws the main lode out of its regular course.
CROSS-CUT.—A level driven at right angles to the direction of the lode.
CROSS-CUT.—A cross-cut.
CROSSING.—Grinding or pulverizing the ores without water.
CUBO.—A bucket.
Cucharilla.—A spoon or scraper used in blasting to remove the pulverized rock.
CUEROS.—Skins of oxen, horses, or cows.
CUCEROS.—A rope.
CUSA.—A Wedge.
CUERPO.—Containing copper.
CUT.—To intersect by driving, sinking or raising the shaft.
DEAD GROUND.—A portion of the lode where there is no ore.
DEAN.—The end of a level or cross-cut.
DEERBS.—Sediment from mines, or mountain washings.
DEUPLOAD.—Rocks laid bare by running water, or other agencies.
DERRECHADO.—Right; straight.
DESAGUES.—Outlets of any description, by which water is got rid of in a mine.
DESPENSA.—A store-room for materials, tools, bullion, etc.
DESTINO.—Piece or contract work; tute work.
DESCUEDE.—Failing to do the necessary work to hold a claim; abandoning the mine.
DESCENSO.—Demolishment; a formal application to the court of law to have a mine adjudged to the applicant for reasons of its not having been worked in accordance with the law, or its having been abandoned.
DIGNITY.—That is applied to placers being worked.
DIR.—The slope, pitch or angle, which a vein makes with the plane of the horizon.
DILUVIUM.—A deposit of superficial sand, loam, pebbles, gravel, etc.
DOWNSIDE.—The hazel rod of divination, by which some persons pretend to discover lodes.
DRIFT.—The excavation made for a road underground.
DROPPER.—A branch when it leaves the main lode.
DRESSERS.—Cleaners of ore.
DRIVING.—Digging horizontally.
DUMP.—The pile of ore or debris taken from mines, or tailings from sluicing.
DURIND.—A frame of timber with boards placed behind it to keep open the ground in shafts, tunnels, levels, &c.
ELVAN.—Porphyry, stone, clay, &c.
EN BOYAZIA.—A piston.
EN BONANZA.—Yielding rich returns.
END LINES.—The lines bounding the ends of a claim.
ENSAYE.—A trial.
ENSAYE.—Assayer.
ENSAYE.—Assay.
ESCALADAS.—Ladders made of poles with notches cut in them for steps.
ESMERALDA.—Emerald.
ESMERIL.—Blende.
ESMERIL.—Emery.
ESPAL.—Esparto.
ESPATO FLOR.—Fluor spar.
ESPATO CALIZO.—Calcaceous spar.
ESQUELLO.—Mica.
ESPIAGA.—A stake.
ESTADO.—A statement of account.
ESTANO.—Tin.
ESTANQUE.—Pond; dam of water.
ESTREQUE.—A lever.
ESTORAGUE.—Brown blend sulphurized zinc.
FACE.—End of level or tunnel against the ore or rock.
FENAS.—Commodities work.
FANEGADO.—Nine-tenths of an English acre.
FANEGA.—A dry measure of twelve celamines, or 1,339 of an English bushel.
FATIMON.—Six feet square on the vein.
FÁTULA.—The displacement of a lode in a cross-cut.
FEEDER.—A branch when it falls into the lode, and joins a larger one.
FELDSPATO.—Feldspar.
FLASCO VEIN.—A fissure or crack in the earth’s crust, filled with mineral matter. The two walls are always of the same geological formation.
FLASCO.—A two pointed pick.
FLETE.—Freight.
FLOAT.—Loose rock or isolated masses of opal or ore detached from the original formation.
FLUINA.—Boxing or piping for conveying water.
FLUX.—The flow of the ore in the furnace of the smelter. To “flux” mineral is to get it so it will melt and run. It is obtained by adding to the ore certain proportions of other minerals, as coke, coal or iron.
FOLOKAN.—A cross vein composed of clay.
FLUIX.—Flux.
FUDGE.—Forge.
FREER GOLD.—Gold easily separated from the quartz or dirt.
FRENTE.—An extremity; an end.
FRIÓLES.—French beans; common food in some parts of the country.
Frutos—Product, ore, mineral.  
Fondo—A furnace for smelting ores.  
Foot-Wall—The layer of rock immediately under the vein.  
Ferriferous—A failure to comply with the laws prescribing the quantity of work.  
Fosforo—Phosphorus.  
Fósiles—Fossil.  
Furones—Furnaces.  
Fucoido—Smelting; smelting house.  
Fundiós—Founder; a smelter.  
Gado—A slim, pointed iron wedge to break away rock or mineral.  
Gala—Lead ore; sulphur and lead.  
Galerador—A miner who works with the hammer or mallet in blasting.  
Gama—A large wooden bowl.  
Gangue—The substance inclosing and accompanying the ore in a vein.  
Gasa Ven—A vein wide above and narrow below.  
Geode—A cavity stuffed around with crystals or mineral matter; a rounded stone containing such a cavity.  
Gneis—Mica.  
Granos de Oro—Grains of gold.  
Grasas—Sag from the smelting furnace.  
Granizas—Poor ores.  
Grano—A grain.  
Granada—Garnet.  
Granito—Granite.  
Gres—Chalk.  
Gresa—Litharge; fuller's earth.  
Grikes—Bars set in a flume to strain out the large stones used in hydraulic mining.  
Guia—Quartz.  
Gulch—A ravine.  
Gulfo de Ocre—A very large deposit of ore in a lode.  
Guta—A channel for water; a gutter.  
Hacienda—Farm; estate; works for reducing ore.  
Hagun—Hatches; axes.  
Hanging Wall—The layer of rock or wall over a lode.  
Hard Carbonate—Carbonate ore so hard that it has to be blasted out, or picked out with much difficulty.  
Heading—The vein above the drift.  
Heads—In placer mining, the mass or gravel above the head of sluice.  
Hechazo—Dip of the lode.  
Hierro_Sobrado—Wrought iron.  
Hierro_Oloroso—Cast iron.  
Hierro—Iron.  
High Grade Ore—See low grade ore.  
Hilo—A small vein, or thread of coral.  
Hilo de Veta—Line or direction of the vein.  
Hoja de Lata—Tin plate.  
Hoja de Látam—Sheet brass.  
Horno—A furnace.  
Horno de Magistral—Roasting stoves for copper pyrites.  
Horse—A mass of rock matter occurring in or between the branches of a vein.  
Huaco—A hollow.  
Inch of Water—About two and a half cubic feet per minute, the water that will run out of an opening one inch square, or section under head of six inches.  
Inclina—A slanting shaft.  
Ingenios—Engines.  
In Place—In mineral is “in place” when it is where it geologically belongs. Mineral in the carbonatite vein is “in place,” but mineral found lying loose on the side of a large rock, for example, or lodged in the porphyry under ground, is not “in place.” A man may strike mineral, but if it is not “in place” he is apt to be deceived as to the extent of his discovery.  
Instrumentos—Tools; instruments.  
Intendente—Intendent.  
Interventor—Inspector; one who looks after the interests of mine owners.  
Jemping a Claim—Relocating a claim on which the required work has been done.  
Jasper—Jaspis.  
Jigger—Cleaner of ores.  
Jorgano—A small basket, or blanket.  
Jornaleros—Day laborers.  
Jirgin—Separating ores with a sieve.  
Juniper—A long lever worked by one person.  
Labridora—Labradora.  
Lapidario—Carriage, conductor.  
Lizana—A bill of exchange.  
Lira—Flax.  
Little Giant—A movable nozzles, attached to hydraulic pipes.  
Locate—To establish the possessory right to a mining claim; the property secured being designated “claim” or “location.”  
Lode—A vein.  
Lode—Any zone or belt of mineralized rock lying within the boundaries clearly separating it from the neighboring rock. It includes all deposits of mineral found through a mineralized zone or belt, coming from the same source, impressed with the same forms, and appearing to have been created by the same process.  
Losanta—A flat stone.  
Lost Levels—Levels which are not driven horizontally.  
Low Grade Ore—Ore which runs below twenty ounces of silver to the ton, fifty per cent. of the ton being lead. Ore which runs more silver, with fifty or more per cent. of lead is “high grade ore,” yet a high per cent. of lead is necessary to make it high grade ore. For example, ore with one hundred ounces of silver to the ton, but with no lead, would rank low grade, as the smelting would cost so much as to make it not of profit to the miner.  
Lumbarda—An air shaft; an adit shaft.  
Macizo—A solid, untouched part of the vein.  
Madera—Timber.  
Malacate—A horse whim.  
Malacatero—A whim driver.  
Manantial—A spring of water.  
Mandador—Overseer or boss.  
Mandadero—Errand boy.  
Man Hole—A passage way between levels or workings.  
Mano—A blanket; horse cloth; ox hides used to transport ores.  
Manto—A bed, or circumscribed stratum.  
Marbre—Eight ounces; equal to 3.552 grams English.  
Marmol—Marble.  
Marmolita—A register of mines, &c.  
Maroma—A drag rope; hawser.  
Marillo—A hammer.  
Maquina—A machine.  
Magmas de vapor—Steam engine.  
Masa—Stamp head; weight for pulverizing ores.  
Meat Earth—The vegetable mold.  
Mechen—A match or fuse.  
Medida—A measure.  
Mejora—Improvement.  
Mision—A common Inn mostly frequented by mailmen.  
Metals Flomas—Ores impregnated with lead.  
Mills—A test of quality of ore.  
Mines—A hole in stall to pass down rock or mineral.  
Moke Lead—Blende.  
Modelo—Mold.  
Moro—A land-mark used to indicate boundaries.  
Monte—A Mountain.  
Montes—Woods.  
Montes—A quantity of ore; a bunch under the process of amalgamation.  
Monte—Granite.  
Muros—Walls.  
Mundic—Iron pyrites.  
Muno—Any fusible metal.  
Moyle—A drill for cutting ditches.  
Moza—A man-serving a miner.  
Naft—Native carbonate of soda.  
Nicola—Nickel.  
Nitr—Nitrate.  
Nivel—Level.  
Nogo on Nays—Supports for the roof of a mine.  
Noria—Endless chain with buckets for drawing water.
Croft's Grip-Sack Guide.

Ore Reserves—Ore bodies left for stoping.
Oxidation—Tools, etc., needed in the business; provisions, etc.
Outcrop—That portion of a vein appearing on the surface.
Paste—Hornstone.
Pan or Panning—To wash the dirt from the free gold with a pan. The pan is similar to the ordinary milk-pan, of sheet iron.
Patent Earthy ores: oxide of iron, mixed with various ores of silver.
PaJa—Straw.
Pal—A wooden shovel.
Palanca—A lever.
Palma—Spanish yard.
Parado—a relief, or change of men, horses or mules; a shift.
Parincera—a partner.
Parihuela—a letter.
Pan—Gang or party of men.
PaSo—a dollar.
Pay—A small placer claim.
Pay Streak—That seam in crevice containing the mineral.
Pegador—Men who light the fuse of material in blasting.
PeL—Silver when all the quick-silver has been pressed out, except that portion which can only be separated by distillation.
Pewter—Pewter.
Piones—Native laborers, who are held in bondage for debts they are working out.
Pnera—Practical persons selected for arbitrators to decide questions of right, in cases of disputes.
Pfemado—Cleaned ore.
Pfemadores—Cleaners, cobbers and classifiers of the ores.
PETERSING—Ore giving out; "petering out."
Pez—Pitch.
Piazza—Slate.
Pico—A miner's pick.
Piedra de Toque of Touchstone.
Piedra de Sapo—Stony black stone.
Piedra Podrida—Rotten stone.
Piedra Iman—Lode stone.
Piedra Correa—Hornstone.
Piedra Pome—Pumice stone.
Pilgram—Fresh arrivals from foreign ports; a green-horn; tenderfoot; etc.
Piedra de Balsa—Consists of the various kinds of quartz, slate, granite, serpentine and gneiss.
Prospect—Indications of rich metallic; a vein of ore that has the appearance of containing minerals that are valuable; they may be of any kind, gold, silver, copper, etc.
Presa—a dam.
Prat—a solid piece of virgin metal, or the button from an assay.
Prospecting—is hunting for mineral lodes, placers, or other valuable on the plains or in the mountains.
Protocol—Minutes.
Piña—Amalgam.
Pimines—Sulphuret of iron.
Pitch—the dip of the ore vein.
"Piping"—A term used in hydraulic mining; discharging water through a hose and nozzle.
Plata—Silver.
Placer—A gravelly place where gold is found.
Plancha—Sheet of lead.
Pliego—a law suit.
Plomo—Lead.
Pocket—A rich spot in a vein or deposit, sometimes a mine containing only a few pockets of pay mineral, then the mine is called a "pocket mine."
Polvoron—Gunpowder.
Polvo—Dust.
Polvillon—Rich ores.
Porfido—Porphyry.
Porphyry—A rock consisting of a compact base through which crystals of feldspar are disseminated.
Pulgada—an inch.
Pulp—Pulverized ore in the lixiviation.
Pacas—Earthly ores.
Reducing—Separating from foreign substances; by reducing of ores consists in extracting from them the metals which they contain.
Sal—a principal room of a hacienda, or any other building.
Saca—The ore obtained from a mine in a given length of time.
Sala—Saltpetre.
Saling—Mineral—Salt for amalgamation.
Sal—Salt.
Salting—Placing mineral or ore in barren places to swindle.
Sama—A horse load.
Sesgo—Tallow or suet used for machinery, etc.
Sefapa—the blanket dress of miners.
Slovak—A lode having no oxide of iron and quartz on its back, or near the surface.
Slae—Scum, dross, the excrement of a few washed cinders, waste from smelters.
Shelf—The firm rock.
Shaft—a vertical or inclined excavation for the purpose of prospecting or working mines.
Shive—The pulley over which the whim rope passes.
Slep—a vein of clay, which intersecting a lode, occasions a vertical dislocation.
Slid—a mass of loose rock enveloping either lode or country.
Sliekers—a smooth, polished surface or wall caused by friction.
Slimes—Mud containing metallic ore.
Smelting—Reducing the ore in furnaces to metals.
Smelting—The finest of the crushed ore and gangue from mills.
Sulcios—Boxes or troughs through which gold-bearing gravel is washed.
Silla—a kind of saddle which passes over men's shoulders to protect them in carrying ores; usually leather.
Side Lines—The lines which bound the sides of a claim.
Silver Glance—A silver ore; when pure, carries eighty-seven per cent. of silver, and thirteen per cent. sulphur.
Sobreinte—Profits; surplus residue after expenses.
Soft Carbonate—Silver-bearing mineral so soft that it can be readily taken out with a pick and shovel. It is usually sand impregnated with mineral, the mineral having been carbonated and oxidized. Soft carbonates are usually richer in silver than hard carbonates.
Sollar—a small platform at the end of a certain number of ladders.
Soplete—a blow-pipe.
Spralling—Breaking the ore into small pieces.
Stofo—a horizontal bed; ore ground adjacent to the levels; to stope; to excavate layer after layer.
Stamps—Machines for crushing ores.
Stream Tin—Tin ore found in the form of pebbles.
Streamers—Persons who work in search of stream tin.
Stope—a body or column of mineral left by running drifts about it.
Stopping—the act of breaking down a stope and excavating it with a pick.
Strike—a line; a valuable mineral development made in an unexpected manner.
Strata—a series of beds of rock.
Streel—Platforms of timbers between levels for strengthening the mine by supporting the walls and for storing ore and depositing wall rock and waste material within the mine.
Still Timbers—the large timbers placed across the vein or lode from one wall to another, to support the lagging upon which the ore or waste is placed.
Stino—Amber.
Sump—a pit; the bottom of the engine shaft; a place for collecting water.
Superficial Deposits—are composed of such metals and ores as lie on or near the surface, intermixed with soil, sand, gravel, etc.; they are also called washings or stream works, these metals and ores being gathered by washing with water; much gold, all platinum, and some tin and cinabar are collected in this manner.
Sulphate—Combination of sulphur with a metallic, earthy or alkaline base.
Tackle—Windlass, rope and kibble.
Taron—a mill of small horizontal stones.
WHAT IS SAID OF "CROFUTT'S NEW OVERLAND AND PACIFIC COAST GUIDE."

[From The Times, Hartford, Conn.]

"Such a guide-book as Crofutt's, presents the whole scene as it were 'in a nutshell.' This book with its large engravings, its maps, its convenient covers for travelers' use, and its full and spirited descriptions of railways, towns, cities, mountains, climate, productions, and scenery along the route, fairly takes the reader along and shows him not only everything of interest along the route of the Pacific Railroads, but a thousand things which no traveler who clings to one route alone would ever see. Its descriptions are fresh and real—no stereotyped forms and copies, but the results of the editor's own experience and observation. The sublime scenery of Colorado, with its wonderfully clear air, its natural mountain 'parks,' and its great mountains piercing the skies at a height equal to that of Mount Blanc—this only one chapter of a book literally full and crammed with equally interesting matter. Crofutt writes with the true western sweep and freedom—nothing small or cramped about him. He takes you over the mountains almost as the eagle flies, and brings you face to face with the Indians of the far West. California is here pictured as you will see it nowhere else. The work has an European as well as an American circulation, translated into other languages. Its sale in this country is about 60,000 copies. It deserves, and will get, a circulation three times as large—for no American guide-book approaches it in accuracy, completeness, or interest."

[From the Daily Post, San Francisco, Cal.]

"To the railroad traveler it is indispensable, giving answers to all questions which he will naturally ask, and containing a full description of the towns and all the objects of interest along the road; while to those who have been unable to make the overland journey, it comes nearer giving a vivid idea of what there is to be seen than any other work. In scope, and in mechanical execution, it is by far the best guide-book ever got up in this country, and probably the best ever got up in the world, for we have seen no European guide-book that began to compare with it. Great pains seem to have been taken to bring the information and statistics down to the present date."

[Ex-Gov. Bros., in Chicago Tribune.]

"We speak from experience when we say the descriptions of the beautiful and sublime scenery along the route are accurate, perspicuous and graphic; neither too little nor too much, but precisely what the traveler wishes to know. It is really wonderful how so much varied and important information could have been condensed into so small a compass and for so small a price."
The Pioneer Press of Colorado—In seeking information on this topic, we take an extract from the speech of George West, editor of the Golden "Transcript," delivered at a banquet of pioneers in Denver, on the 23rd day of January last, which is to the point:

"The veritable "Pioneer Press," of Pike's Peak, or of what is now our glorious State of Colorado, was erected by Jack Merrick, early in the spring of '59, and one issue of the Cherry Creek Pioneer was given from it to the barnacles of that day; but then, as now, consolidation, or pooling of issues, was the order of the day, and the Rocky Mountain News, "the old reliable," published by Byers & Gibson, absorbed the Pioneer, Jack Merrick and all, and for the whole summer was the only newspaper published in the whole scope of country now fed by a hundred larger and better filled sheets which make their daily and weekly visits to more thousands of readers than the "old reliable" visited scores.

"To illustrate some of the difficulties under which the Pioneer Press labored, I may be permitted to relate an incident of my own advent into the "Cherry Creek Settlement." It was in the afternoon of the 10th of June, 1859, when our cavalcade was pulling through Cherry Creek at the Blake-street crossing, that the stentorian voice of old man Gibson rang out from the old foot bridge—and the Lord knows how many like crowds he had hailed before—with the anxious inquiry, "Say, are there any printers in that crowd?" Mark Blunt, Bill Sumner and myself innocently "tumbled to his racket," and nothing would pacify him but our consent to go into camp over there by Jack O'Neil's cabin and "help him out on an extra." Horace Greeley, A. D. Richardson and Henry Villard had just arrived from the Gregory diggings, and a report of their visit had to be issued in an extra, and that is the way the proprietors of the Pioneer Press had to secure the services of printers—by seducing innocent emigrants into their old log printing office, over on Ferry street, to set up an extra from Horace Greeley's manuscript! They paid us twelve dollars for the job, though, and that's how we got a start.

Late that same summer, Mr. Thos. Gibson started "The Gold Reporter" at Mountain City, with the press and material of the "Pioneer," purchased from Jack Merrick, running it until the middle of October which was as late as he dared to stay in the mountains, as everybody here then supposed the
snow would not be less than a hundred feet deep up there all through the winter months.

Fortunately, or otherwise as the case may be, I was enabled to contract for the use of Gibson's press and material for the winter months, and on the 7th of December, 1859, issued the first number of the Western Mountaineer at Golden, continuing its publication in an enlarged form on new material, until the following fall. All of you old barnacles know how much noise in our little Pike's peak world the Mountaineer was enabled to make, with A. D. Richardson, Tom Knox and "Sniktan" upon its editorial staff.

The press that printed the Cherry Creek Pioneer, The Gold Reporter and The Mountaineer, was again sent by Mr. Gibson, in advance, south to Canon City, where it published the Canon Times, edited by B. S. Millet, No. 1 appearing in September, 1860.

In the spring of 1860, our old pioneer publisher, Thos. Gibson, again appeared on the stage of action (having previously sold his interest in the News to John L. Dailey) with a new outfit, and surprised the people of Denver by the issue of the first daily paper, on May day, 1860, with the euphonious name of The Rocky Mountain Herald, which soon obtained a very wide circulation, doing very liberal in opening its columns to friends and foes for free discussion on all subjects conducive to the best interests of the new territory. From this emanated, by change of name only, the Commonwealth and Republican, which in 1863-4 was the popular paper of the Rocky Mountains, having obtained a vast circulation during the time of the civil war, by publishing telegraphic dispatches and transmitting them to Central City and through the mining camps by pony express.

The enterprise of Mr. Gibson, who kept relays of ponies every seven miles from Denver to Central, and back through Idaho and the Clear Creek mining camps, was deservedly well appreciated and sustained. His correspondents who would have the war news in Central in less than four hours, and return in the same length of time. This was continued until the telegraph reached Central. After the Cherry Creek flood of 1864, which swept away the office of the News, the Commonwealth and News merged—taking the pioneer name.

But yet another venture was started by Mr. Gibson in Central City, in 1861, by furnishing a press and type for the Mining Life, which for a time was published by Amala & Baugh, and was a very spirited and lively sheet, during its existence. Black Hawk, desiring to be represented by a paper, it having increased to city dimensions, negotiations were made to remove the press to that burg, which was effected, and its name changed to the Black Hawk Journal, and was afterwards owned by Hollister & Hall.

Thus we see that our old friend Gibson was the starter wholly, or in part, of six of the pioneer papers of Colorado, a piece of history which but few are cognizant of; and, in the words of George West, he should be remembered as the captain of the "pioneer press-gang of the Rockies."

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THE COLORADO PILGRIM.

The world stretches widely before you,
A field for your muscle and brain;
And though clouds may often float o'er you,
And often come tempest and rain.
Be fearless of storms which o'ertake you—
Push forward through all like a man;
Good fortune will never forsake you,
If you do as near right as you can.

Remember the will to do rightly,
If used, the evil confound;
Live daily by conscience, that nightly,
Your sleep may be peaceful and sound.
In contests of right never waver—
Let honesty shape every plan;
And life will of Paradise savor,
If you do as near right as you can.

Though foes the darkest scandal may spread
And strive with their shrewdness of tact
To injure your fame, never heed,
But justly and honestly act;
And as the Ruler of Heaven
To save your fair name as a man,
And all you ask will be given,
If you do as near right as you can.

History records that in the winter of 1848, John C. Fremont, at present governor of Arizona, and his band of hardy "path-finders," passed the winter near the site of Canon City. It was there and then, that the illustrious Fremont performed an act that the Republican party argued entitled him to be made president of the United States in 1860. Just back of the city, on a low "hog-back" ridge, the advance guard of the great mountain peaks beyond, Fremont climbed, and to its summit he pinned the American flag. It was the labor of an hour; the flag was small, the walk easy, but the deed immortalized the name of John Charles Fremont. There are many now living who remember the shriek of the stump politicians of the day: "He planted the stars and stripes on the highest peak of the Rocky Mountains!" It was a great deed at the time, and we would not write one word to detract from the fame of the fearless pioneer, who did much to make known the wonders of the far west.

The original flag-staff, has long since been carried away by souvenir hunters and the patriotic citizens of Canon City are in the habit of replacing it about every week in the tourist season, and it is as often "packed" away.

Ox drivers on the plains are called "bull-whackers," mule drivers, "mule-skinner,s."

Teamsters on the plains call a meal a "grub-PILE."
The following table shows the population of the principal cities of the state, with the increase during the last ten years, and the relative male and female inhabitants of each city.

<table>
<thead>
<tr>
<th>Counties</th>
<th>Pop. 1880</th>
<th>Pop. 1890</th>
<th>Increase</th>
<th>Population Estimated Male</th>
<th>Population Estimated Female</th>
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<td>New</td>
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<td>66</td>
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</table>

Total: 39,864 195,161 155,297 99,427

If you are in Denver and desire to purchase an "outfit" or team for a tour through the mountains at a reasonable price, go to Hartman at his stables in West Denver and tell him just what you want—and he will provide it upon his honor—and you can depend upon receiving fair treatment, truthful statements and reasonable prices. We did so, and are pleased to bear witness to the facts from personal experience.

Kester—is a post office, on west Currant Creek, Park county, surrounded by stock-raising, mountains, timber, and abundance of game, trout, etc.

Distance from Denver, 141 miles, by South Park Division, Union Pacific Railway, and stage; fare, $12.50; by rail to Garos, $8.80, stage, thirty-seven miles, $3.70; total, $12.50—"Post Roads" No. 44; to Canon City, twenty-four miles; fare, $2.00.


Denver's Trade.—It is increasing at the rate of twenty-five per cent. per annum, according to the Denver Times. The following estimates, gleaned from reliable sources, will be found as nearly correct as it is possible for 1880:

Agricultural implements and wagons... $780,000
Auction and commission... 800,000
Bakeries... 275,000
Books and stationery... 230,000
Boots and shoes... 500,000
Carriages... 200,000
Cigars and tobacco... 2,200,000
Coals... 700,000
Confectionery... 150,000
Crockery and glassware... 250,000
Carpets... 250,000
Dry goods... 2,250,000
Drugs... 450,000
Fruits... 1,350,000
Furnishing goods... 200,000
Groceries... 750,000
Grain, feed and flour... 2,000,000
Harness, saddles, etc... 325,000
Hardware... 900,000
Hats, caps and furs... 500,000
Hay... 500,000
Jewelry... 150,000
Live stock... 450,000
Leather and findings... 250,000
Liquor, wines and beer... 2,000,000
Lumber and building material... 2,350,000
Livery... 300,000
Mining machinery... 1,200,000
Meats, game, etc... 25,000
Musical instruments... 150,000
Printing and book binding... 400,000
Propeller... 75,000
Sewing machines... 150,000
Second-hand goods... 200,000
Miscellaneous... 1,000,000

Total... $31,250,000

Manufactured Articles.

Beer... $300,000
Brick... 460,000
Cracker... 150,000
Confectionery... 30,000
Machine... 200,000
Malt... 125,000
Soap... 100,000
Tents... 75,000

Total... $1,440,000

First Constitutional Convention.—August 1st, 1859, the Convention was called to order by Judge S. W. Wagoner, and Elder Goode opened with prayer. About forty precincts were represented, by some 164 Delegates. Captain A. F. Garrison was elected permanent President, O. M. Wood, E. P. Stout, W. D. Arnott, and Hickory Rodgers, Vice Presidents; Thos. Gibson, Secretary, and Henry H. M'Alie, Assistant Secretary. A great disparity of opinion appeared in regard to the formation of a Constitution, which did not exist at the previous meeting, held to discuss the subject and at which time this Convention was called. Quite a contest arose, on a motion to adjourn to Auraria, which prevailed on account of the inconvenient situation of the place of meeting, it being so far "out upon the
The main features of importance were the introduction of three sets of resolutions, the first by H. P. A. Smith, that the Convention proceed to memorialize Congress for the formation of a Territory; second, by B. D. Williams, that a committee be appointed to report to the Convention which is best, to form a Constitution for the State of Jefferson, or to memorialize Congress for the formation of a Territory; and the third, by Gov. Beall, that the Convention do now form a Constitution. Mr. Williams' resolution passed, and the committee was appointed, who, after a long and stormy session, presented a majority report, in favor of a State organization, and a minority for Territory. The majority report prevailed by a vote of fifty-nine to forty-three. As a compromise, it was moved to submit both a State Constitution, and memorial for Territory, to a vote of the people, on the first Monday of September following, for their final decision. The business of the Convention then resolved itself into forming a State Constitution, and preparing a memorial to Congress. After a week of arduous labor, the Convention adjourned, with the benediction of the Chaplain, Rev. M. Fisher. The decision of the people, on the questions submitted, is well known.

Hauling ores in hides is a very novel contrivance being used by mining companies, whose mines are situated away up on the sides of the mountains. Where the snow is deep the ore are hauled down in drags. The drags consist of a green ox hide. The ore is first sewed up in sacks of 100 pounds each, then placed on the hide, which has loops around the edge, and when fifteen of these sacks are in position, a rope is run through the loops in the hide, the edges drawn close together, then a mule or horse is hitched to the head portion of the hide—with the hair outwards—and a brake to the tail. The brake is of iron, shaped like a horse-shoe, with teeth that dig through the snow, holding back.

In coming down the hill the driver stands on the hide, but when it becomes necessary on account of heavy grade to "down brakes," the driver changes his position and stands on the horse-shoe instead of the hide.

The mineral wealth of Colorado is practically inexhaustible. From the eastern base of the Rocky Mountains to the western boundary of the State, and from north to south, the whole mountain system is one vast field of valuable minerals; and in all the valleys of the same range, aside from their agricultural or pastoral wealth, the "color" of gold can be found, and in very many places yields paying quantities, even with our present imperfect system of mining. We say imperfect, as we feel the time is not far distant when the necessity will be realized, and the ingenuity of our people will produce a cheap and economical method for working, not only very low grade ores with profit, but placer grounds that are now unprofitable. What is needed is to be able to handle and treat ores yielding as low as three dollars per ton, at a profit; also, to be able to work the placer grounds without water, or some method of securing an abundant supply of water, when wanted, and at nominal expense.

When these improvements and necessities are supplied, the regions above named will fairly swarm with people, as thick as the British Isle, and where the annual production of precious metals in the State is now but about twenty-two millions, those figures will be multiplied by hundreds. Gold, silver, coal, copper, lead, iron, and all kinds of minerals, are abundant in Colorado. The country is in its infancy, or hardly born, and has a future beyond the apprehension of man. Railroads, cheap transportation, inventions in mining machinery, and to be more generally known is all that is required to make the State one of the most populous and independent in the Union—as the wealth is there, and it is inexhaustible.

The cooking in most of the towns and cities in the mountains, beyond the lines of railways, is most infeudal. The supply of meats, such as beef, mutton, elk, deer, bear, etc., is abundant, also, trout and feathered game; yet everything is cooked in grease—fairly walled in grease. The cooks do not appear to know anything about broiling, or boiling, or how to bake a trout. When we first encountered this mode of cooking, until our return—three months—it seemed as though the same piece of meat left at the first meal, and the same cook, had kept just a little ahead of us for the whole time. We did not feel very fat on starting out, but on the tour we lost just forty-one pounds of flesh, which is just so many reasons for calling the cooking infernal. One would naturally expect to find the bread, cakes, etc., edible, but here, again, is grease. They will take the finest brook trout, put it in a pan of grease that it could swim in, and fry until the delicate flavor of the fish is completely absorbed in grease. We found but one exception to this rule throughout the whole Gunnison and San Juan country, and that was at Peterson's ranch, on the Los Pinos River, between Animas City and Pagosa Springs; there, too, was the only place where we were reminded of the chicken, and that it laid eggs. Several days we drove from forty to sixty miles, and might naturally expect to get ahead of that first day's cook, but when we went in to supper, that same steak was before us, and the cook peaking through the door, grinning. We did not say it, but thought damn—mill dam—and how we should grin to see that cook and steak going over it.

Rico, as well as many new mining camps in the San Juan and Gunnison regions, have no wagon roads leading to it, and all the merchandies, tools, etc., are packed in on the backs of animals, mostly of the ass family. They are called burros, and persons engaged in the business are called "burro punchers." There are several firms who
employ from 100 to 250 burros, upon which they pack from 200 to 300 pounds, at a charge, for transportation, of from three to six cents per pound. These burros have a peculiar kind of pack-saddle, but no bridle, and follow the lead jack in a regular "Indian file," one behind the other, and travel from ten to twenty miles per day.

**MILLIONAIRES OF THE FUTURE.**

News agents on cars are peculiar to the American railway. These enterprising embryo merchants are not to be found on any foreign roads. The chief reason is in the make of the cars, as on all English, French and continental railways the coaches are known as "compartment cars," with doors on the sides, not in the end. Each coach is provided with a person answering the position of a Pullman conductor in this country, all of whom are accountable to the chief conductor of the train. Each of these sub-conductors, before leaving the station, lock the coaches, and no person is allowed to enter or leave until the train arrives at the destination of the passenger, when the conductor of the particular car shouts the station and informs the passenger that the station for which he is ticketed is reached.

"Peanuts" is a name by which the news agents on the Railways in this country are generally known among the fraternity. Their business is to sell to the traveling public, papers, books and the late publications of the day, with fruit, nuts, cigars, etc. The roads are leased for a term of years by men or companies, known as General News Agents, who pay the Railway Companies, in some cases as high as $10,000 per annum. These lessees of the roads check out the articles to be sold on the trains at the retail price and "Peanuts" are required to make returns accordingly, receiving a per cent. on the sales for their compensation—usually about fifteen per cent. The News Agents, or "train boys" as they are called, are selected for their honesty, sobriety, intelligence and politeness, and are required by their employers to deposit with them $100 as an earnest of their honesty, and for the faithful performance of their duties—chief of which is to sell all the goods they can and at the same time be uniformly respectful and agreeable to all persons without giving offense to any.

In our experience of over twelve years with "Peanuts" we believe them to be, as a class, endowed with more intelligence, honesty, enterprise and perseverance than can be found in a like number employed in any other calling in life. In proof of this belief, we could name many of the most prosperous men of the day who have been news agents on the Railways. The list would include many wealthy merchants, bankers, railway agents, and superintendents; also railway presidents, of the latter, one controls over 4,000 miles of road and counts his wealth by millions.

These News Agents fill a want, and do it well. Their sales are made to those only who wish their goods, and who are glad to purchase. The calling is honest, and these tradesmen are far better than the snob, who to be factious, would insult his betters. These agents, or "Peanuts" have sold over 450,000 copies of our publications, and we are yet to lose the first dollar by their dishonesty or failure to pay; hence, we challenge the world to produce like results in any other lines of trade.

At Denver is located one of the most important educational institutions of the country, the Brinker Collegiate Institute, founded by its president, Joseph Brinker, formerly president of H. M. & P. college, Kentucky. It is a day and boarding school for males and females of all ages and comprises nine departments—kindergarten, primary, intermediate, collegiate, commercial, music, art, military and boarding. The faculty consists of nine male and three female teachers of superior qualifications and large experience. The course of study embraces twelve years, four each for primary, intermediate and collegiate departments, and is comprehensive in the range of subjects taught. Certificates of proficiency are issued, upon satisfactory examination, for every study in collegiate departments, and diplomas conferring degrees of Bachelor of Sciences or Bachelor of Arts are issued upon the completion of the scientific or classical course. Pupils desiring it can be prepared for the preparatory course in Harvard or Yale.

The buildings are of brick, large and commodious, will accommodate three hundred pupils, and are well adapted to the purposes of a boarding school. The location is most beautiful, the scenery unequalled, the air pure, and the climate the most healthful and energizing.

The first half of a wagon train is called the "right wing," the other half the "left wing." In forming a corral, the wagons of the "right wing" form a half circle on the right-hand side of the road, hauled close together, teams on the outside; the "left wing" form on the left side in the same manner, leaving a passage-way open at the front and rear ends of each "wing," called "gaps."

Colorado was first visited by white men—Spaniards—in 1540. Explored by Z. M. Pike, who gave his name to Pike's Peak, in 1806; by Col. S. H. Long in 1820, who named Long's Peak; by Gen. Fremont in 1843; by Gov. William Gilpin in 1840, who has traversed the country more or less until the present time.

In our experience we have found many peculiarities in hotel life, one of which occurred not far from Central City. The housekeeper raps on the door of each room about six in the morning, to wake up the inmates, should there be any, simply to ascertain whether the room is occupied.

"Corral," (Spanish) a pen made of posts set on end in the ground close together, and fastened with rawhide thongs, or by wagons drawn in a circle forming an enclosure.
Agricultural Implements.

Ammunition.
Lower, John P., 377 Blake st., Denver, Colo.

Banks.
First National Bank, Denver, cor. Larimer and 16th st.
Hiller & Hallock, Buena Vista, Colo.
Hiller & Hallock, Hillerton, Colo.

Books and Stationery.

Buggies.

Carriage Manufactories.

Collegiate Institutes.
Brenner College, cor. 17th. & Tremont sts., Denver, Colo.
University of Denver, 14th & Arapahoe sts., Denver, Colo.

Crockery and Glassware.
Gallaway Bros., 409 & 411 Lawrence st., Denver, Colo.

Cracker Works.
Crocker, F. W., 488 & 490 Blake st., Denver, Colo.

Curiosties.
Taylor & Co.'s Museum, 286 10th st., Denver, Colo.

Diamonds.
Ingols, A. B., 402 Larimer st., Denver, Colo.

Engraver.
Ingols, A. B., 402 Larimer st., Denver, Colo.

Fishing Tackle.
Lower, John P., 377 Blake st., Denver, Colo.

Fruits, Vegetables, etc.

Furnaces and Castings.

Furniture and Upholstery.
Keith & Brown, 410 & 412 Lawrence st., Denver, Colo.

Gems.
Ingols, A. B., 402 Larimer st., Denver, Colo.

Guns.

Hats and Caps.

Hotels.
Windsor Hotel, cor. 18th and Larimer st., Denver, Colo.

Hoisting Engines.
Colorado Iron Works, office 471 Larimer st., Denver, Colo.
Hendey & Meyer, foot of 16th st., Denver, Colo.

Iron Works.

Job Printing.
Collier & Cleveland, 386 Holladay st., Denver, Colo.

Jewelry.
Ingols, A. B., 403 Larimer st., Denver, Colo.

Laundry—(Steam.)

Lithographing.
Collier & Cleveland, 386 Holladay st., Denver, Colo.

Minning Machinery.
Hendey & Meyer, foot of 16th st., Denver, Colo.

Museum.

Ore Sacks.

Periodicals.

Railways.
Atchison, Topeka & Santa Fe, see inside back cover.

Real Estate.

Saw Mills.
Hendey & Meyer, foot of 16th st., Denver, Colo.

Silverware.
Ingols, A. B., 402 Larimer st., Denver, Colo.

Stamp Mills.
Hendey & Meyer, foot of 16th st., Denver, Colo.

Stereoscopic Views.

Teins.

Trimming and Painting.

Wagons—(Freight, Farm and Spring.)

Wagon Covers.

Watches.
Ingols, A. B., 402 Larimer st., Denver, Colo.
Brinker Collegiate Institute and Commercial College

A Boarding and Day School for Males and Females. Embraces nine Departments:

KINDERGARTEN.
PRIMARY, with four grades of pupils of five to ten years of age.
INTERMEDIATE, with Language Lesson and Grammar Grades.
COLLEGIATE, with Scientific and Classical Courses.
COMMERCIAL, with Day Business Course, and Evening High Commercial Course.
MUSIC, with full courses for Piano-

ESTABLISHED 1877.

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Forte, Organ, Guitar, and Vocalization.
ART, with courses in Drawing, Painting, Embroidery, Elocution and Vocal Gymnastics.
MILITARY, with Drill in Manual of Arms, Guard Mounting, Evolution in Squads, Platoons and Companies.
BOARDING, with new and commodious buildings, four stories high; each floor supplied with water-closets, bathrooms and gas; the bed rooms accommodating two to four pupils.

UNIVERSITY OF DENVER.
For both sexes. Students received at any time.

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WHOLESALE DEALERS IN
Nos. 372 and 374 Holladay Street, Denver.

SPECIALTIES:
Pears, M. T. B. & Co., Sacramento, Cal.
California Grapes,
Peaches, M. T. B. & Co., Sacramento, Cal.
Oranges, Lemons,
California Fruits,
Apples and Cider,
Cigars.
Hendrie & Bolthoff
Mfg. Co.
MINING MACHINERY,
Stamp Mills & Smelting Furnaces.

WESTERN AGENCY FOR
National Tube Works Co. Roeblings Sons’ Steel Rope
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General Mine and Mill Supplies.

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A FULL LINE KEPT IN STOCK.

Hoisting Engines & Pumping Machinery.

1865-1881.

A. B. INGOLS,
Fine & Watches, Native & Gems,

DIAMONDS
SILVERWARE,
JEWELRY.

Diamonds Mounted and Fine Watches Repaired. Conductors’
Time Watches a Specialty.

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THE WINDSOR,
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LARGEST AND MOST ELEGANTLY APPOINTED HOTEL
IN THE WEST.

Opened June, 1860. Centrally located, with a commanding
view of the Rocky Mountains. Turkish, Vapor and Mercurial
Bath Rooms in connection with hotel. Parties visiting Colorado
either for business, pleasure or health, will find at the Windsor
accommodations unsurpassed.

BUSH, TABOR & CO. Proprietors.

1870
JOHN M. BERKEY
JOHN M. BERKEY & CO.,
271 15th St., Denver,
REAL ESTATE BROKERS.

The Oldest Firm and Best Established Real Estate House
in Colorado.

Money Invested
For non-residents on good, improved Real Estate. Make a spe-
cialty of care of property and

COLLECTION OF RENTS
for non-residents. Thoroughly posted on all the material inter-
ests of Colorado. Correspondence from interested parties will
receive prompt attention.

Refer to any of the National Banks of Denver
as to standing and reliability.
FROM "CROFUTT'S NEW OVERLAND."

Utah's Best Crop.
Young Mormons—Photographed from life, by Savage, of Salt Lake City.

BUY "CROFUTT'S NEW OVERLAND TOURIST."
CROFFT'S GRIP-SACK GUIDE.

THE ATCHISON, TOPEKA & SANTA FE R. R.

MISSOURI RIVER TO PACIFIC OCEAN.

The line through Kansas.—The Atchison, Topeka & Santa Fe Railroad passes through the best parts of the great State of Kansas. Atchison, the eastern terminus of the main line, is without doubt the handsomest of all the Missouri river towns. It is likewise one of the most prosperous. Its population is steadily increasing. Lawrence, the county seat, is the largest and most beautiful town in Kansas. Its location is perfect; its streets are broad, its buildings first class, its society is all that could be desired, and its educational institutions are of a high order. The State University, the Allen University, and the law school are located here. Lawrence also has a fine water power, about which are gathering a large variety of manufactories of various sorts. Topeka, the capital city, is a richly built city, and is the largest city in Kansas. It is the political headquarters of the State, and its general style is rapidly becoming metropolitan. Topeka is a typical Kansas town. It shows the practical, hard-working, Western side of the state, and one of its greatest assets is its educational institutions. It is the location of Kansas University. The town has a fine public school system and industrial school, and is a fertile field for agricultural work. It is, in fact, the educational capital of the State. The town has a literary society, a debating society, and a number of other organizations, and is a center of the state's literary life.

New Mexico and Arizona.—The territories of New Mexico and Arizona are now open to the miner, the agriculturist and stock-raiser. Baron Alexander von Humboldt once said that the wealth of the world would be found in these two territories, and it has been with a firm belief in the truth of this statement that the Atchison, Topeka & Santa Fe Railroad Company has pushed its lines so far southwest. New Mexico has a magnificent climate, and its mines are among the richest in the world. Its development has hitherto been retarded by the inaccessibility of the territory, and by the presence of hostile Indians. Both of these difficulties, however, have been overcome, and the New Mexico is preparing to take its place in the front rank of our wealth-producing States. Arizona is not so complete as with New Mexico. A few months will lessen its present isolation, and then the twin territories, natural heirs of gigantic wealth, will have the attention of all the world upon them. Their words of the immortal Humboldt will be proven true.

Old Mexico.—The probable early completion of the Atchison, Topeka & Santa Fe Railroad into Old Mexico gives the magnificent mineral resources of that country new importance, and already there are many eyes on future possibilities in that direction. Gen. Grant, in a recent communication to Gen. Arista of the Mexican Cabinet, on the subject of bringing the City of Mexico and other Mexican cities into closer communication with New York and other Northern cities, said: “No one can calculate the immense advantage from this which will result to both countries. Mexico could send to the United States such an year as 2,000,000,000 of her products, tropical and semi-tropical, and could produce besides the same quantity of other material for such industries as linen, cotton, wool; and the direct route from the Missouri river to Old Mexico is via Atchison, Topeka & Santa Fe Railroad.”

Through the Pacific.—The Atchison, Topeka & Santa Fe Railroad now connects with the Southern Pacific Railroad, and so forms a new line from the Missouri river to the Pacific coast, and vice versa. The route is unrivaled in its scenic attractions, its speed, its safety and its splendid provision for the comfort of the traveler. The line is open, all the year round, being comparatively free from snow, even in winter. The Engineer of the Southern Pacific, “Planty,” has described it as “a line of beauty and comfort.” The Atchison, Topeka & Santa Fe Railroad is the only direct route from the Missouri river to Old Mexico via Atchison, Topeka & Santa Fe Railroad.

To Shippers of California Freight.—The Atchison, Topeka & Santa Fe and the Southern Pacific Railroads will be completed to a common point by January 1, 1881. This will open a new route between the East and San Francisco, Sacramento, San Jose, Los Angeles, Marysville, and other points in California and other western States. The new line is a decided addition to the trade and commerce of the Pacific, which will be unequaled, and such as will warrant shippers in laying down any facilities for the future until the new route is opened for business of which due notice will be given.


THE ATCHISON, TOPEKA & SANTA FE RAILROAD.

MISSOURI RIVER TO PACIFIC OCEAN.

W. F. WHITE, G. P. & T. A. G't, Topeka, Kansas.