

Werk

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b. Viâ Chicago, Rock Island, & Pacific Railway.

580 M. RAILWAY in 15-18 hrs (fares as above). — This is part of the *Western Midland Route to California* (comp. p. 438).

Omaha, see p. 438. The route is much the same as that above described. — 58 M. *Lincoln*, see p. 441. 109 M. *Fairbury*. At (148 M.) *Belleville* we are joined by the line from *Kansas City* (p. 452). Mountain time is reached at (243 M.) *Phillipsburg*, and *Colorado* (p. 458) is entered at (383 M.) *Goodland*. 490 M. *Limon* is the junction of the line to *Colorado Springs* (p. 468).

580 M. **Denver**, see p. 458.

c. Viâ Union Pacific Railroad.

569 M. RAILWAY in 14 hrs. (fares as above).

From *Omaha* to (375 M.) *Julesburg*, see R. 88. Our train here diverges to the left from the main line to *Ogden* and *Portland* and follows the course of the *Platte River*. 430 M. *Sterling*; 522 M. *La Salle*.

569 M. **Denver**, see p. 458.

88. From Council Bluffs and Omaha to Portland.

1823 M. UNION PACIFIC RAILROAD to (878 M.) *Granger* in 24-28 hrs.; *Oregon Short Line* thence to (1419 M.) *Huntington* in 14 hrs.; *Oregon Railroad & Navigation Co.* thence to (1823 M.) *Portland* in 18 hrs. (through-fare \$50; sleeper \$13). Dining-cars are attached to through-trains (meals \$1). For general remarks on the *Union Pacific System* and its connections, see p. 446.

Council Bluffs and *Omaha*, see p. 438. The train at first traverses the manufacturing suburbs of *Omaha*. Beyond (31 M.) *Elkhorn* (1165 ft.) we run along the left bank of the *Platte River*, through a farming and prairie district. At (49 M.) *Fremont* (1190 ft.) we are joined by a line from *Sioux City* (p. 334). 94 M. *Columbus* (1440 ft.), the junction of lines to *Sioux City* (p. 334) and other points; 156 M. *Grand Island* (1860 ft.), a railway-centre of some importance; 199 M. *Kearney* (2145 ft.); 234 M. *Lexington* (2385 ft.). At (294 M.) *North Platte* (2795 ft.; 3055 inhab.) we cross the *North Platte River* and pass from 'central' to 'mountain' time (p. xviii). — At (375 M.) *Julesburg* (3455 ft.), the junction of the direct line to *Denver* (see R. 87 c), the line dips into *Colorado* but returns almost at once to *Nebraska*. We now quit the *Platte River*, which we have followed for about 350 M. — Near (417 M.) *Sidney* (4090 ft.) the train passes from the farming district of *Nebraska* into the grazing district, in which immense herds of cattle are reared. Between (466 M.) *Bushnell* and (476 M.) *Pine Bluffs* we enter *Wyoming*, called the 'Equality State' because its men and women have equal voting rights. — 519 M. **Cheyenne** (pron. Shyénn; 6050 ft.; *Inter-Ocean Hotel*, \$2½-5; *Metropolitan*, *Dyer*, \$2), with 11,690 inhab., is the junction of the *Denver Pacific* branch of the U. P. System (from *Kansas City* and *Denver*; comp.

p. 462). It is one of the chief centres of the cattle industry of the N.W. Fort Russell lies 4 M. to the N. of Cheyenne. — The snow-clad peaks of the *Rocky Mts.* now come into sight on the left, including *Long's Peak* (p. 460) and the distant *Spanish Peaks* (p. 471). To the N. (right) are the *Black Hills*. The train ascends rapidly, passing (538 M.) *Granite Cañon* (7310 ft.), and at (552 M.) *Sherman* (8245 ft.) reaches the culminating point of the line, where we cross the main ridge of the **Rocky Mts.**, the great 'Continental Divide'. To the left is the *Ames Monument*, 65 ft. high, erected to Oakes and Oliver Ames, to whom the completion of the U. P. Railway was mainly due. Farther on we cross the *Dale Creek* by a bridge 650 ft. long (in a single span) and 127 ft. high. To the left may be descried *Pike's Peak* (p. 470), 165 M. off. To the right are the *Red Buttes*. — 576 M. *Laramie* (7150 ft.; *Markel's Union Pacific*, *Kuster*, \$2-2½), a city of 6388 inhab., lies on the *Big Laramie River*, in the midst of the so-called *Laramie Plains*, one of the best grazing districts in the United States. It is a wool-market of considerable importance.

In summer stages ply from Laramie to 'North Park, which lies about 60 M. to the S. North Park is one of the great natural parks of Colorado, which consist of large elevated plains or upland valleys surrounded by lofty mountains. They offer considerable attractions to the adventurous traveller and to the sportsman in search of large game, but are somewhat beyond the range of the ordinary tourist. North Park has an area of 2000-2500 sq. M., with a mean elevation of 8-9000 ft. It may also be reached from Denver viâ *Fort Collins* (see p. 460). The other natural parks of Colorado are *Middle Park* (p. 460), *Estes Park* (p. 460), *Southern Park* (p. 461), and *San Luis Park* (p. 471).

Beyond Laramie the train continues to descend through rugged hilly scenery. To the right of (618 M.) *Miser* rises *Laramie Peak* (9000 ft.), to the left *Elk Peak* (11,510 ft.). the N. outpost of the *Medicine Bow Mts.* 626 M. *Rock Creek* (6700 ft.; Rail. Restaurant); 659 M. *Carbon* (6820 ft.). Beyond (697 M.) *Fort Steele* we cross the *North Platte*, which re-appears here, 300 M. from the point we last saw it (p. 442). We now begin to ascend again. 712 M. *Rawlins* (6745 ft.), 740 M. *Creston* (7050 ft.), beyond which the train descends to the plains; 808 M. *Point of Rocks* (6505 ft.). At (848 M.) *Green River* (6080 ft.) we cross the river of that name, and the scenery again improves.

878 M. **Granger** (6280 ft.) is the point at which the Portland line (*Oregon Short Line*) diverges to the right from the main San Francisco line described in the following route. — Our train now runs towards the N.W., at first on a level and then gradually descending. Stations few and unimportant. At (970 M.) *Border* (6080 ft.) we enter *Idaho* ('Gem of the Mountains'). 993 M. *Montpelier* (5945 ft.), near *Bear Lake* (left); 1024 M. *Soda Springs* (5780 ft.; Stock Exchange, Idaho, Lau, \$2), a favourite summer-resort, with numerous powerful springs.

1093 M. **Pocatello** (4465 ft.; *American Ho.*, \$2), a town of