

unequaled for beauty, grandeur and magnificence by any ride of equal length in the country. Starting almost from the station at Colorado Springs the grade gradually increases, and the ride through Manitou, followed by the audacious climbing of Ute Pass by means of which we get a rear view of Pikes Peak, is an opening chapter which gives great promise of the sights in store, and this promise is more than fulfilled. One of the most beautiful views in the Rockies is to be had in the approach to Buena Vista. The train here runs 300 feet above the water-course, and the lovely fertile valley stretching away for twenty-five miles and spreading out six miles wide, is indeed a sight to be remembered. Across the Valley the eyes rest upon the barren peaks of Mts. Princeton, Yale and Harvard, all higher than Pikes Peak, and from the hill we are now crossing Bierstadt sketched his most famous picture, "The Grand Valley of the Arkansas." In a little while we approach the famous City of Leadville, the greatest mining camp in the world—with an output averaging over a million dollars per month—This is the highest city in the world, having an altitude of 10,200 feet. On all sides can be seen the famous mines, and a little to the East lies the Celebrated California Gulch, the scene of probably the most extensive placer-mining in history. Leadville is no longer the Leadville of the past when its name was the synonym of everything evil, but is a busy, prosperous, thriving and peaceful city, with good government, schools, churches, etc.

After leaving Leadville we come to one of the most interesting portions of the entire trip—climbing the continental divide to Hagerman tunnel.—It is difficult to thoroughly comprehend all the beauties of this ride, as on all sides are scenes of sublime grandeur, and one must be constantly on the alert for new and awe-inspiring views. This particular piece of railroad was laughed at and scoffed at when suggested, and its completion and successful operation is one of the greatest triumphs of engineering skill in the country. 11,530 feet above sea level we enter Hagerman tunnel after a thrilling ride. This tunnel is 2164 feet long and is the crest of the Continent. Emerging therefrom we commence the descent of the pacific slope and another succession of beautiful views is met—Loch Ivanhoe, the Frying Pan, Hell Gate—all grand and lovely. We reach Glenwood Springs about bed time, and with the mind thoroughly absorbed with the experiences of the day. Glenwood Springs is in itself a marvel of western enterprise. The famous baths here are a revelation to the stranger, and the following morning can be very pleasantly spent in a visit to the big pool and the cave bath. The run from Glenwood to Salida will be made in a special official car of the Denver & Rio Grande R'y Co.—as this being a narrow guage it is impassable to the "Maraquita," which will be forwarded to Pueblo, there to await our return. The D. & R. G. gives us a magnificent specimen of Canon scenery between Glenwood and Leadville, and that night will find us at Salida, an important junction point. The following morning we make an early start to cross the Marshall Pass. Here we meet the heaviest grade crossed by any railroad in the country—viz—217 feet to the mile. Our train is divided in several sections and the ascent made by a series of horse-shoe curves. From one