

Grande at Denver, and by that line and the Rio Grande Western reaches Ogden, Utah, where connection is made with the Central Pacific for San Francisco.

The Chicago, Rock Island and Pacific is another of the important roads that has penetrated the plains. It takes through traffic *via* Colorado Springs, where it connects with the Colorado Midland, until lately a part of the Santa Fé system.

The Wabash, Alton, the Illinois Central, and other roads carry people *via* St. Louis, and sometimes as far south as New Orleans, and then send them flying across to the coast by the Missouri Pacific, or down over the Iron Mountain, and the International and Great Northern, and Texas Pacific, or by the Southern Pacific's famous "Sunset Limited."

Far to the north the Great Northern—"Jim Hill's road," as it is familiarly known among railroad men—takes traffic from any and all roads at St. Paul, and drives a paying business through what the early road projectors used to call "the frozen North." This is to-day one of the most prosperous roads in all the West.

Thus it will be seen that the West is now able to support a number of roads. True, they are not all making money, but they are all helping to settle up and develop a section of country that was once considered fit only for the home of the savage and a place for criminals to hide in.

It is only by comparison that we can arrive at a full appreciation of what the railroad has wrought in the West. When the Zion-bound pilgrims pulled their handcarts across the plains and over the Utah desert