

point near the summit which is of some 10,000 feet altitude, four sections of the track can be seen on as many different levels below us. The great snow shed at the summit is the largest in the world and under it are the homes of section hands, track walkers, etc. This is the continental divide of the D. & R. G. R'y, and the descent from here is equally interesting as the ascent had been. Later in the day another glorious ride is had through the Black Canon, with its precipitous walls rising 1600 feet on either side of the track, and following the water-course fourteen miles through here, every curve opens up new and beautiful sights never to be forgotten, and at noon we arrive at Cimarron where we dine and await the arrival of the East bound train to which our car will be attached, and again we will enjoy the ride back over the same scenes to Salida, arriving there again at night and remaining until the following morning, when, continuing Eastward we come to one of the greatest pieces of daring railroad construction ever attempted. The Royal Gorge is known the world over, but no matter how familiar by picture and story, can only be appreciated by seeing for ones-self. Here the chasm in places is but 30 feet in width, and the walls rise almost perpendicularly to the height of 2600 feet. The river in one place fills the entire gorge and is crossed by means of a bridge hung from supports fastened in the side walls of the Gorge. Here our train is stopped in order that we may fully realize the wonders surrounding us on all sides—wonders of nature's doings and of man's—Leaving the gorge and resuming our journey to Pueblo, we encounter an entirely new style of scenery in the better formations and see something also of an extensive and costly system of irrigation on the south side of our train. This four days ride through Colorado and the Rocky Mountain scenery is well worthy all the attention we can give to it, as for diversity of scenery and examples of what man's skill can accomplish it is probably unequalled in the world.

Las Vegas Hot Springs.—Leaving Pueblo on the Atchison, Topeka & Santa Fe Railway, the route leads through Trinidad and over Raton Pass, following the old Santa Fe trail. Entering New Mexico beyond Starkville a stop will be made at the Celebrated Hot Springs.

The springs are forty in number, and are situated at the base of a foot-hill that slopes down to the Rio Gallinas. In their thermal properties they are divided into two classes; one including springs of a temperature from 120 to 140 degrees Fahrenheit, and the other from 75 to 100 degrees. There are thirty of the former and ten of the latter. Of the whole number only about twenty five of these springs have been required for the bath-house supply, a single spring furnishing no less than 30,000 gallons of water daily at a temperature of 140 degrees. The warm springs flow from basins, or reservoirs, direct to the bath-houses, while the cooler ones run into large tanks, and are thence conducted into the bath-houses to furnish cold water as desired.

A short run of five hours brings the party to **Santa Fe**, the capital of New Mexico,