

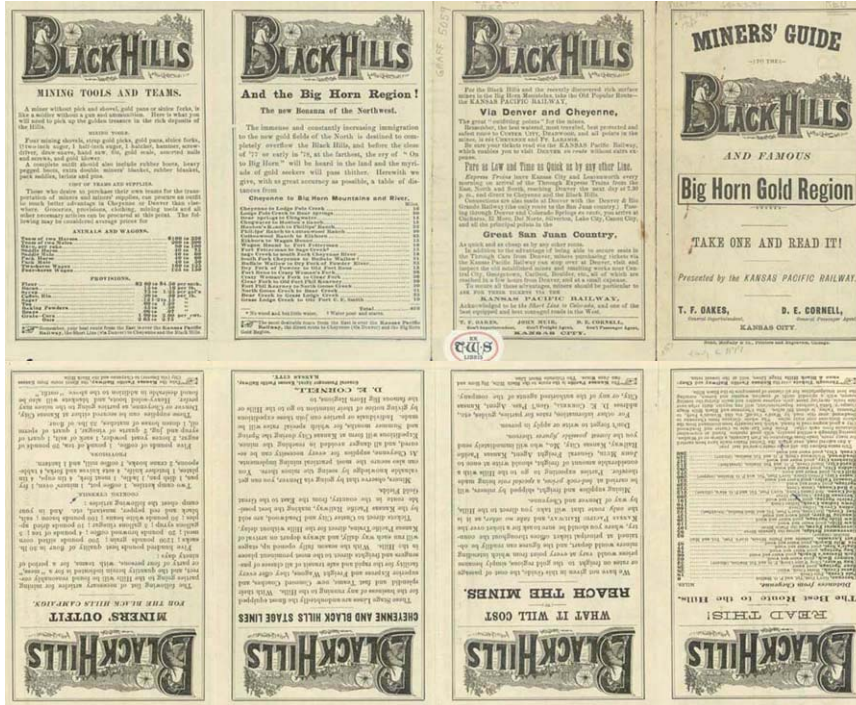
Historic Maps in K-12 Classrooms
 The Historical Geography of Transportation – Map 11
 The Transcontinental Rail Network, 1880

Advertisements for Immigrants

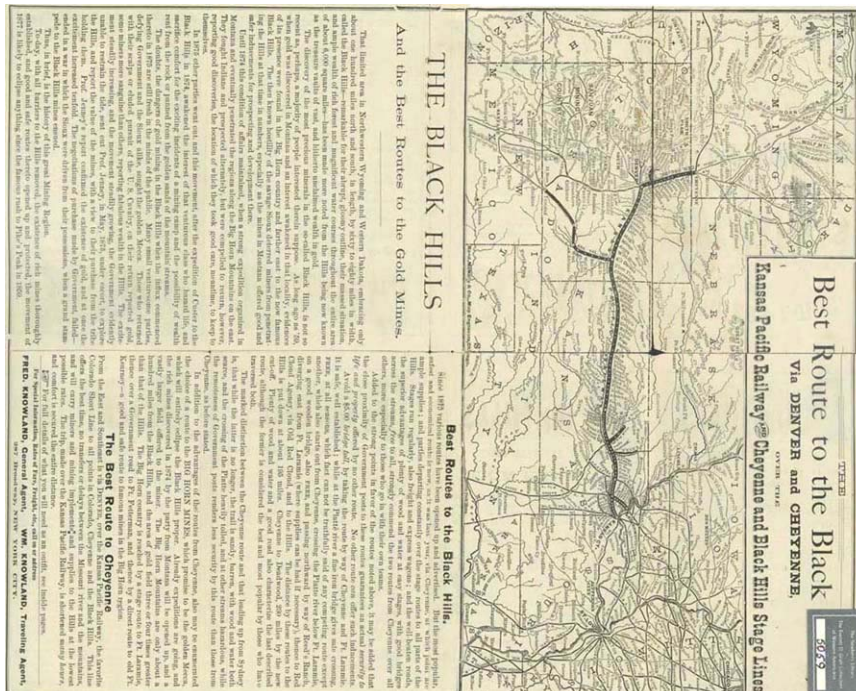
Miners' Guide to the Black Hills and Famous Big Horn Gold Region. Chicago: Rand McNally & Co. for the Kansas Pacific Railway, 1877?. Newberry Library call number: Graff 5059

Immediately below are images of each side when unfolded. Individual sections are enlarged on the following pages.

Outside



Inside





MINING TOOLS AND TEAMS.

A miner without pick and shovel, gold pans or sluice forks, is like a soldier without a gun and ammunition. Here is what you will need to pick up the golden treasure in the rich deposits of the Hills.

MINING TOOLS.

Four mining shovels, strap gold picks, gold pans, sluice forks, 1½ two-inch auger, 1 half-inch auger, 1 hatchet, hammer, screw-driver, draw-shave, hand saw, file, gold scale, assorted nails and screws, and gold blower.

A complete outfit should also include rubber boots, heavy pegged boots, extra double miners' blanket, rubber blanket, pack saddles, lariats and pins.

COST OF TEAMS AND SUPPLIES.

Those who desire to purchase their own teams for the transportation of miners and miners' supplies, can procure an outfit to much better advantage in Cheyenne or Denver than elsewhere. Groceries, provisions, clothing, mining tools and all other necessary articles can be procured at this point. The following may be considered average prices for

ANIMALS AND WAGONS.

Team of two Horses.....	\$100 to 350
Team of two Mules.....	200 to 300
Oxen, per yoke.....	50 to 100
Saddle Horse.....	40 to 75
Saddle Mule.....	40 to 60
Pack Horse.....	40 to 60
Pack Mule.....	40 to 50
Two-horse Wagon.....	100 to 125
Four-horse Wagon.....	125 to 150

PROVISIONS.

Flour.....	\$3 00 to \$4 50 per sack.
Bacon.....	15 to 19 per lb.
Syrup.....	75 to 1.25 per gal'n
Coffee, Rio.....	25 to 30 per lb.
Sugar.....	12 1-2 to 15 "
Ten.....	60 to 1.50 "
Baking Powders.....	45 to 50 "
Beans.....	60 to 97 "
Grain-Corn.....	1.90 to 2.00 per cwt.
Oats.....	2 65 to 2.75 "

Remember, your best route from the East is over the Kansas Pacific Railway, the Short Line (via Denver) to Cheyenne and the Black Hills.



And the Big Horn Region!

The new Bonanza of the Northwest.

The immense and constantly increasing immigration to the new gold fields of the North is destined to completely overflow the Black Hills, and before the close of '77 or early in '78, at the farthest, the cry of "On to Big Horn" will be heard in the land and the myriads of gold seekers will pass thither. Herewith we give, with as great accuracy as possible, a table of distances from

Cheyenne to Big Horn Mountains and River.

Cheyenne to Lodge Pole Creek.....	Miles. 16
Lodge Pole Creek to Bear springs.....	20
Bear springs to Chugwater.....	14
Chugwater to Hutton's Ranch.....	15
Hutton's Ranch to Phillips' Ranch.....	22
Phillips' Ranch to Cottonwood Ranch.....	20
Cottonwood Ranch to Elkhorn.....	25
Elkhorn to Wagon Hound.....	15
Wagon Hound to Fort Fetterman.....	16
Fort Fetterman to Sage Creek.....	15
Sage Creek to South Fork Cheyenne River.....	18
South Fork Cheyenne to Buffalo Wallow.....	21
Buffalo Wallow to Dry Fork of Powder River.....	23
Dry Fork of Powder to Old Fort Reno.....	15
Fort Reno to Crazy Woman's Fork.....	28
Crazy Woman's Fork to Clear Fork.....	20
Clear Fork to Old Fort Phil Kearney.....	20
Fort Phil Kearney to North Goose Creek.....	20
North Goose Creek to Bear Creek.....	21
Bear Creek to Grass Lodge Creek.....	23
Grass Lodge Creek to Old Fort C. F. Smith.....	19
Total.....	466

* No wood and but little water. † Water poor and scarce.

The most desirable route from the East is over the Kansas Pacific Railway, the direct route to Cheyenne (via Denver) and the Big Horn Gold Region.



For the Black Hills and the recently discovered rich surface mines in the Big Horn Mountains, take the Old Popular Route—the KANSAS PACIFIC RAILWAY.

Via Denver and Cheyenne,

The great "outfitting points" for the mines. Remember, the best watered, most traveled, best protected and safest route to CUSTER CITY, DEADWOOD, and all points in the mines, is *via* CHEYENNE and FT. LARAMIE.

Be sure your tickets read *via* the KANSAS Pacific Railway, which enables you to visit DENVER *en route* without extra expense.

Fare as Low and Time as Quick as by any other Line.

Express Trains leave Kansas City and Leavenworth every morning on arrival of the Through Express Trains from the East, North and South, reaching Denver the next day at 7.30 p. m., and direct to Cheyenne and the Black Hills.

Connections are also made at Denver with the Denver & Rio Grande Railway (the only route to the San Juan country.) Passing through Denver and Colorado Springs *en route*, you arrive at Cucharas, El Moro, Del Norte, Silverton, Lake City, Canon City, and all the principal points in the

Great San Juan Country,

As quick and as cheap as by any other route. In addition to the advantage of being able to secure seats in the Through Cars from Denver, miners purchasing tickets via the Kansas Pacific Railway can stop over at Denver, visit and inspect the old established mines and smelting works near Central City, Georgetown, Caribou, Boulder, etc., all of which are reached in a few hours from Denver, and at a small expense.

To secure all these advantages, miners should be particular to ASK FOR THEIR TICKETS VIA THE

KANSAS PACIFIC RAILWAY,

Acknowledged to be the *Short Line to Colorado*, and one of the best equipped and best managed roads in the West.

T. F. OAKES, JOHN MUIR, D. E. CORNELL,
Gen'l Superintendent, Gen'l Freight Agent, Gen'l Passenger Agent,
KANSAS CITY.



AND FAMOUS

Big Horn Gold Region

TAKE ONE AND READ IT!

Presented by the KANSAS PACIFIC RAILWAY.

T. F. OAKES,
General Superintendent,

D. E. CORNELL,
General Passenger Agent,

KANSAS CITY.

Hand, McNally & Co., Printers and Engravers, Chicago.



READ THIS!

The Best Route to the Hills.

Distances from Cheyenne.

	MILES.
Cheyenne, Gov't Post, Tel. and P. O. Station	0
Pole Creek, Pole Creek	12
Horse Creek, Horse Creek, water	12
Hear Springs, good water	22
Chug Water, Chug Water Creek, P. O. and Tel. Station, (dinner)	32
Chimney Rock, good water and wood	62
Jack Hunter's Ranch, good water and wood	66
Chug Springs, good water and wood	70
Eagle's Nest, good water and wood	72
Six Mile Ranch, good water and wood	87
Fort Laramie, Laramie and Platte Rivers, Gov't Post, Tel. and Mail Station, (supper)	93
Government Bridge, across the Laramie River	95
Government Farm, on the Platte River	107
Raw Hide, good water and wood	119
Raw Hide Springs, good water and wood	129
Running Water, good water and wood	137
Hat Creek, Hat Creek, Gov't Post, Tel. and Mail Station, (breakfast)	152
Indian Creek, Indian Creek	160
Dove Indian Creek, Indian Creek	179
Prairie Spring, good water and wood	191
Cheyenne River, Cheyenne River	209
Red Canon, Red Canon Creek, Gov't Post, Tel. and P. O. Station, (dinner)	213
Up Red Canon, Canon Creek	225
Springs, good water and wood	239
Pleasant Valley, good water and wood	251
Custer City, French Creek, Gov't Post, Tel. and P. O. Station, (supper)	260
Hill City, good water and wood	275
Golden City, good water and wood	295
Rapid City, Rapid Creek, P. O. and Tel. Station, (breakfast)	315
Elizabeth City, good water and wood	317
Deadwood, Whitewood Creek, P. O. and Tel. Station, (dinner)	348
Creek City, good water and wood	360

This route follows the old stage route traveled last year.

A fine natural road, over which the United States mails have been carried for many years, leads from Cheyenne to Fort Laramie, a distance of 90 miles, passing through a settled country, with good ranches, found at convenient distances from each other. From Fort Laramie to Custer and Deadwood City a good wagon road is found, which has recently been shortened from the above distances over sixty miles. The whole distance from Cheyenne to Deadwood over this road, by Ward's Cut-off, via Old Woman's Fork, to Pleasant Valley, is about 230 miles. The Cheyenne and Black Hills Stage Company, Luke Voorhees, Superintendent, will run regular, daily trips over this route, carrying passengers, express matter and mails during the coming season, with a splendid outfit of coaches, wagons and horses, securing the best transportation for all classes of passengers to the Black Hills.

Through Tickets over the Kansas Pacific Railway and Cheyenne & Black Hills Stage Lines, sold at the lowest rates.



CHEYENNE AND BLACK HILLS STAGE LINES

These Stage Lines are undoubtedly the finest equipped for the business of any running to the Hills. With their splendid and fast Teams, new Concord Coaches, and superior Express and Freight Wagons, they offer every facility for the rapid and safe transit of all classes of passengers and freights direct to the most prominent places in the Hills. With the season fully opened up, stages will run each way daily, and always depart on arrival of Kansas Pacific Trains, direct for the Hills without delay.

Tickets direct to Custer City and Deadwood, are sold by the Kansas Pacific Railway, making the best possible route in the country, from the East to the Great Gold Fields.

Miners, observe that by going via Denver, you can get valuable knowledge by seeing the mines there. You can also secure the most practical mining implements. At Cheyenne, supplies for every necessity can be secured, and all danger avoided in reaching the mines. Expeditions will form at Kansas City during the Spring and Summer months, for which special rates will be made. Individuals or parties can join these expeditions by giving notice of their intention to go to the Hills or the famous Big Horn Regions, to

D. E. CORNELL,

General Passenger Agent, Kansas Pacific Railway,
KANSAS CITY.



WHAT IT WILL COST

(TO)

REACH THE MINES.

We have not given in this Guide, the cost of passage or rates on freight to the gold regions, simply because prices would vary at every point from which intending miners would depart, and the figures can readily be obtained at principal ticket offices throughout the country, where you should be sure to ask for a ticket over the KANSAS PACIFIC RAILWAY, and take no other, as it is the *only* route that will take you direct to the Hills, by way of Denver and Cheyenne.

Mining supplies and freight, shipped by miners, will be carried at *bed-rock prices*, a *special rate* being made therefor. Parties expecting to go to the Hills with a considerable amount of freight, should write at once to JOHN MUIR, General Freight Agent, Kansas Pacific Railway, Kansas City, Mo., who will immediately send you the *lowest possible figures* thereon.

Don't forget to write or apply in person.

For other information, rates for parties, guides, etc., address D. E. CORNELL, Gen'l Pass. Agent, Kansas City, or any of the authorized agents of the company.

The Kansas Pacific is the route to the Black Hills, Big Horn and San Juan Mines. The Colorado Short Line.



MINERS' OUTFIT

FOR THE BLACK HILLS CAMPAIGN.

The following list of necessary articles for mining parties going to the Hills will be found reasonably correct, and the quantity herein indicated is for a "mess," or party of four persons, with teams, for a period of ninety days:

Five hundred pounds best quality of flour in 50 lb. sacks; 1200 pounds grain; 200 pounds sifted corn meal; 20 pounds browned coffee; 4 pounds of tea; 5 gallons syrup; 5 gallons vinegar; 10 pounds dried apples; 50 pounds white beans; 100 pounds bacon; salt, black and red pepper, mustard, etc. And in your camp chest the following articles:

COOKING UTENSILS.

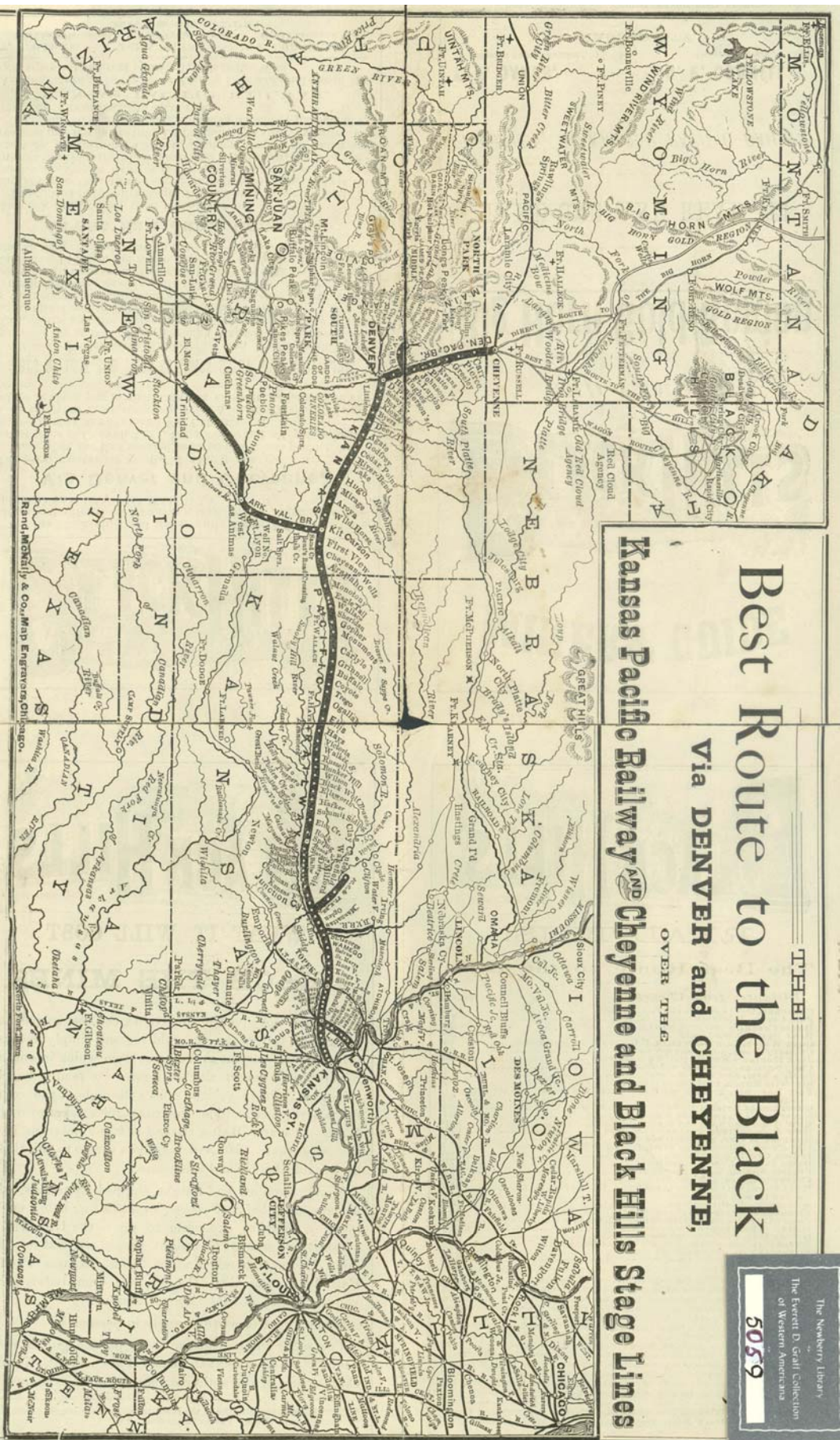
Two camp kettles, 1 coffee pot, 1 miners' oven, 1 fry pan, 1 dish pan, 1 ladle, 1 meat fork, 4 tin cups, 4 tin plates, 1 butcher knife, 4 sets knives and forks, 4 table-spoons, 2 crane hooks, 1 coffee mill, and 1 lantern.

PROVISIONS.

Five pounds of coffee, 1 pound of tea, 20 pounds of sugar, 2 boxes yeast powder, 1 sack of salt, 1 quart of syrup and jug, 2 quarts of vinegar, 1 quart of sperm oil, 1 dozen boxes of matches, 35 lbs. of flour.

These supplies can be secured either at Kansas City, Denver or Cheyenne, as parties going to the mines may prefer. Heavy-soled boots, and blankets will also be found desirable in addition to the above "outfit."

Take the Kansas Pacific Railway, the direct route from Kansas City (via Denver) to Cheyenne and the Black Hills.



THE
Best Route to the Black
via **DENVER** and **CHEYENNE**,
OVER THE
Kansas Pacific Railway and **Cheyenne and Black Hills Stage Lines**

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THE BLACK HILLS

And the Best Routes to the Gold Mines.

That limited area in Northwestern Wyoming and Western Dakota, embracing only about one hundred miles north and south, in length, by sixty to eighty miles in width, called the Black Hills—remarkable for their abrupt, gloomy outline, their massed situation, and ample wealth of rich forest and magnificent water courses throughout the entire area of about 6,000 square miles—has been made more noted from the Hills being now known as the treasure vaults of vast, and hitherto unclaimed wealth in gold.

The discovery of the most precious minerals in the so-called Black Hills, is not so recent as, perhaps, a majority of people interested therein suppose. As long ago as '79, when gold was discovered in Montana and an interest awakened in that locality, evidences of its presence were found in the Big Horn country and farther east to the now famous Black Hills. The then known hostility of the savage Sioux deterred miners from penetrating the Hills at that time in numbers, especially as the mines in Montana offered good and safer inducements for prospecting and development there.

Until 1874 this condition of affairs maintained, when a strong expedition organized in Montana and eventually penetrated the regions along the Big Horn Mountains on the east. They fought Indians and prospected alternately, but were compelled to return, however, reporting good discoveries, the location of which they took good care, meantime, to keep to themselves.

In 1875 other parties went out, and this movement, after the expedition of Custer to the Black Hills in 1874, awakened the interest of that venturesome class who hazard life, and sacrifice comfort for the exciting incidents of a mining camp and the possibility of wealth rent from the rock or panned from the golden sands of the mountain streams.

The doubts, the dangers of gold mining in the Black Hills when the influx commenced thereto in 1875 are still fresh in the minds of the public. Many small venturesome parties, defying Government and the Sioux alike, sought the golden Mecca. Those who returned with their scalps or eluded pursuit of the U. S. Cavalry, on their return reported gold, some miners more sanguine than others, reporting fabulous wealth in the Hills. The excitement steadily increasing, and the movement steadily growing, the Government evidently unable to restrain the tide, sent out Prof. Jenney, in May, 1875, under escort, to explore the Hills, and report the value of the mines, with a view to their purchase from the tribe holding them. Prof. Jenney's report confirmed the existence of gold, and at once the excitement increased tenfold. The negotiations of purchase made by Government, failed—ended in a war in which the Sioux were driven from their possessions, when a grand stampede to the Black Hills mines ensued.

Thus, in brief, is the history of this great Mining Region.

To-day, with all barriers to the Hills removed, the existence of rich mines thoroughly established, and good and safe routes thereto opened up and protected, the movement of 1877 is likely to eclipse anything since the famous rush to Pike's Peak in 1859.

Best Routes to the Black Hills.

Since 1870 various routes have been opened up and advertised. But the most popular, safest and economical route is now, as it was last year, via Cheyenne, at which point are ample supplies; and parties departing constantly over the stage routes to all parts of the Hills. Stages run regularly, also freight and express wagons; and the well-beaten roads, the superior advantages of plenty of wood and water at easy stages, with good bridges across the streams, *free* to all, strongly commend the two routes from Cheyenne over all others, more especially to those who go in with their own teams.

Added to the strong points in favor of the routes noted above, it may be added that the close proximity of Government posts to these routes guarantees an actual *security to life and property* offered by no other route. No other route can offer such inducements.

Avoid a \$5.00 *bridge toll*, by taking the route by way of Cheyenne and Ft. Laramie. It is safe, well established; while at the Platte river a fine iron bridge gives safe crossing, *free*, at all seasons, which fact can not be truthfully said of any competing route except another, which also starts out from Cheyenne, crossing the Platte river below Ft. Laramie, on a good wooden bridge, also *free*, and passing northward by way of Reed's Ranch, diverging east from Ft. Laramie (where supplies can be had if necessary), thence to Red Cloud Agency, via Old Red Cloud, and to the Hills. The distance by these routes to the Hills is put down at about 195 miles. Cheyenne to Deadwood, 280 miles by the new cut-off. Plenty of wood and water and a good road also characterize the last described route, although the former is considered the best and most popular by those who have traversed both.

The marked distinction between the Cheyenne route and that leading up from Sydney is, that while the latter is no longer, the trail is sandy, barren, with wood and water both scarce, and the crossing of the Platte heavily tolled, and at other streams hazardous, while the remoteness of Government posts renders less security by this route than those from Cheyenne, as before stated.

In addition to the advantages of the routes from Cheyenne, also may be enumerated the choice of a route to the BIG HORN MINES, which promise to be the golden Mecca, which will entirely eclipse the Black Hills proper. Already expeditions are going, and the rich mines discovered in 1874 by the party from Montana will be opened up, and a vastly larger field offered to the miner. The Big Horn Mountains are only about a hundred miles from the Black Hills, and the area of gold field three or four times greater than that of the Hills. The Big Horn country is reached by a stage route to Ft. Laramie, thence over a Government road to Ft. Fetterman, and thence by a direct route to old Ft. Kearney—a good and safe route to famous mines in the Big Horn region.

The Best Route to Cheyenne

From the East and Southeast is via DENVER, over the Kansas Pacific Railway, the favorite Colorado Short Line to all points in Colorado, Cheyenne and the Black Hills. This line offers the best time, no transfers or delays between the Missouri river and the mountains, and will carry miners and mining implements, and supplies to the Hills at the lowest possible rates. The trip, made over the Kansas Pacific Railway, is shortened *many hours*, and comfort is secured the entire distance.

For full details of what you will need as an outfit, see inside pages.

For Special Information, Rates of Fare, Freight, etc., call on or address

FRED. KNOWLAND, General Agent, WM. KNOWLAND, Traveling Agent,

287 Broadway, NEW YORK CITY.