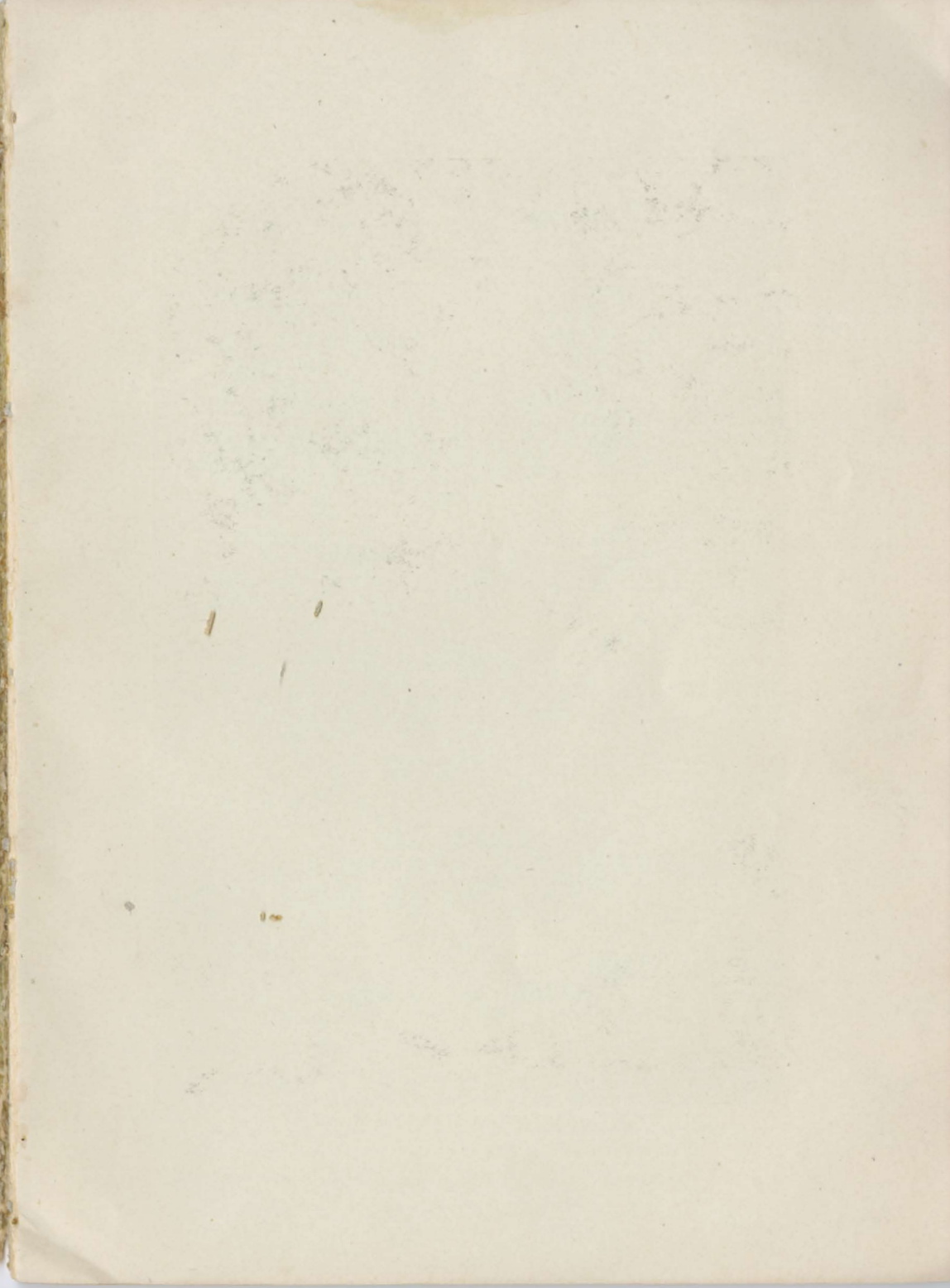
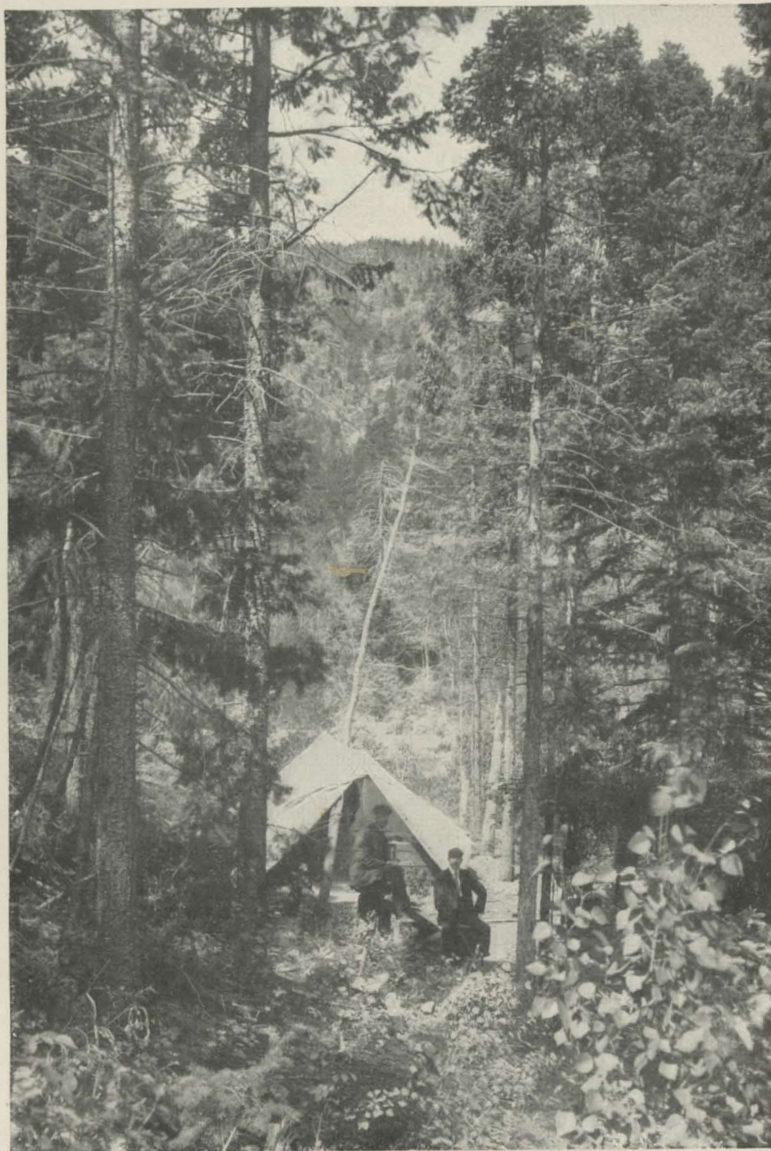


COLORADO UNDER THE TURQUOISE SKY







A Camp in the Colorado Mountain Woods.

Under the Turquoise Sky in Colorado

In which is shown how pleasant,
healthful and economical a sojourn
in the ideal vacation-land may be

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C H A P T E R O N E

COLORADO: WHY IT ATTRACTS. THE IDEAL VACATION-LAND.

To any one who has *not* been to Colorado the fact that so many thousand people *do* go each summer for a period of rest or recreation must certainly suggest that there are strong reasons for it.

One is at a loss to know where to begin in setting forth these reasons, for they are many and of equal importance.

First of all, Colorado is a state so completely unlike the one in which you live that you must see it if you are to fully realize what a wonderful country is this of the Stars and Stripes.

Colorado is a wide, free land of mountain heights and canon depths, of grassy plain and high plateau. It is a land of clear pure air and golden sunshine. It is a land of sparkling mountain streams and glassy-surfaced lakes. It is a land of many kinds of fish and fowl—wild animals roam the more inaccessible portions of the mountain country, emerging even to the remote lower levels.

Should you seek health, or rest, or sport, or any of the various forms of pleasure, ranging from restful enjoyment to venturesome quest, Colorado will provide the one and the all, and of such a kind as to captivate and to bring you back another season to taste again the joys of the Rocky Mountain region.

Colorado is pre-eminently the place to do things, and to enjoy immensely the doing. There is not a dull moment in the program of the Colorado visitor. If one seeks the pleasure of gay company he may have it in abundance. If one seeks a quiet solitude in which to forget the whirl of business



The "Colorado," Glenwood Springs.

or of social life, and to get near to Nature in a mountain camp, then Colorado offers the very best place to enjoy each form of pastime.

If one is not ready to relinquish the comforts and conveniences of city life,—lo! Colorado's countless resorts offer up-to-date hotels, or less pretentious stopping places, where every wish is gratified, withal at reasonable cost.

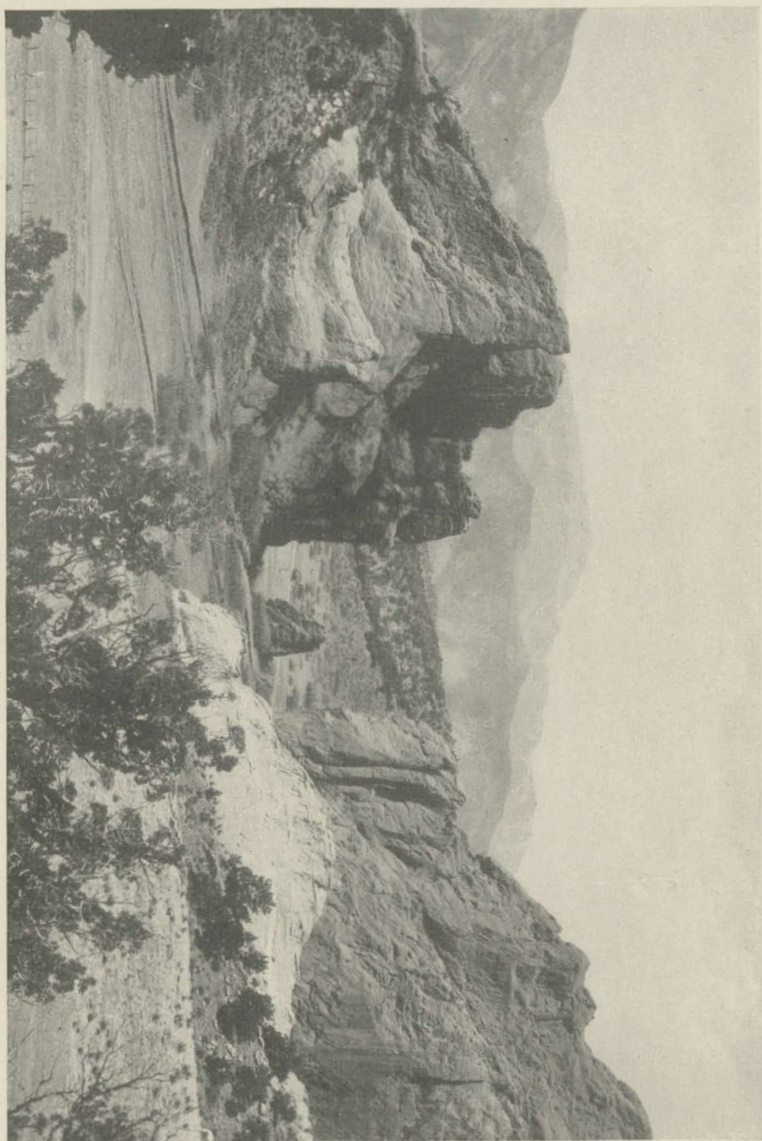
A very important factor in Colorado's popularity is its central location and ready accessibility from any section of the country.

There are one-night trains from Chicago, St. Louis and Kansas City, while the service from a score of other large cities in the middle west is equally good. And it is but a two-nights' trip from the Atlantic seaboard to the Rocky Mountains.

With the double purpose of making it easy of reach for those of moderate purse and of making it the Mecca of the many, the custom is to grant throughout the summer, very low rates for the round-trip to Colorado from all quarters. Frequently special excursions are arranged which bring the cost of the trip to a minimum.

To him who would try Colorado for this season's outing, the word is: watch the newspapers and the magazines for announcement of this season's rates. It will pay to do so. Very favorable arrangements will be made to give you an opportunity to taste the "high life" in Colorado.

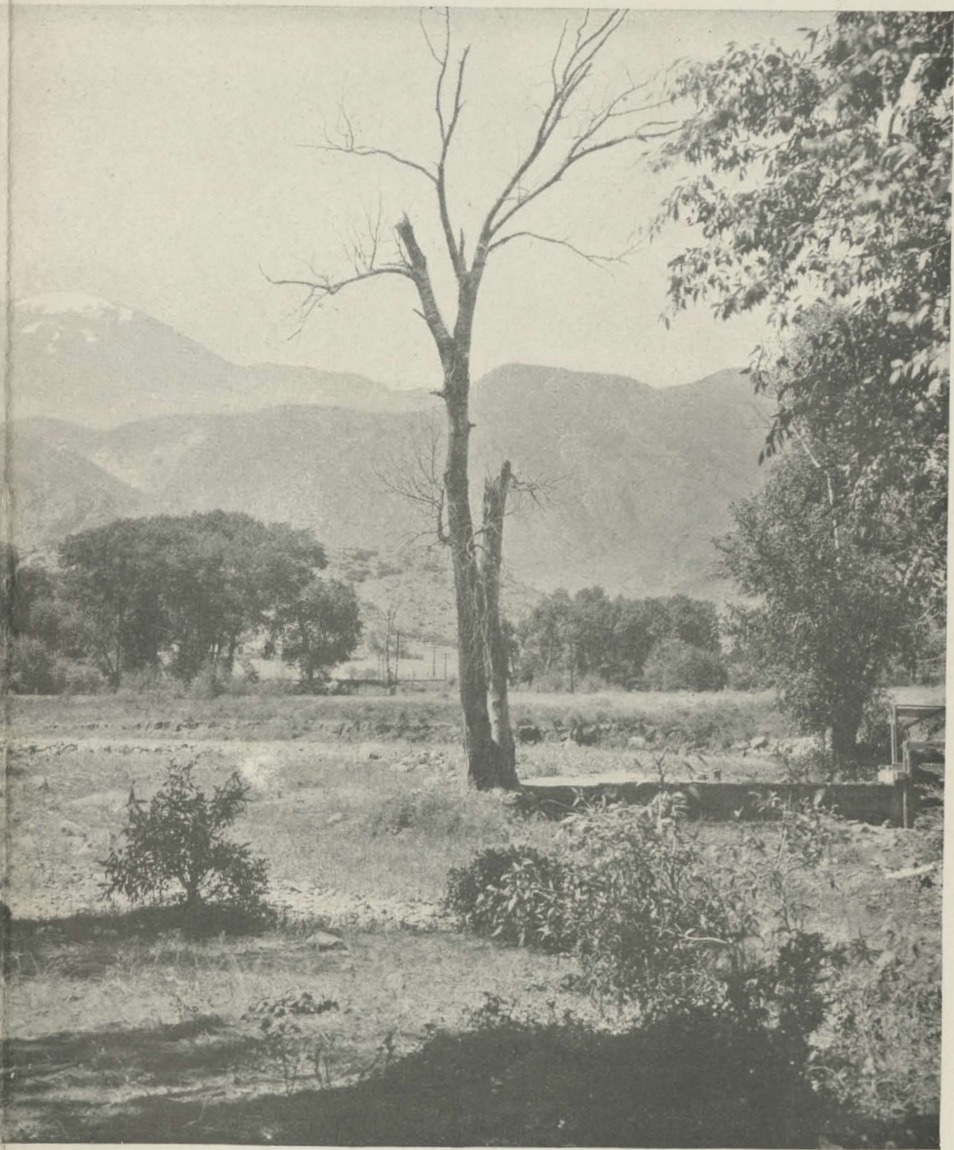
Denver, Colorado Springs, Manitou and Glenwood are the best known and most popular of Colorado's resorts. It may seem odd to include Denver, a city of 185,000, in this category, but it belongs there. Denver is a summer resort, as well as a rich and beautiful city. Its hotels are maintained very largely for the accommodation of summer visitors. It is a place where one could spend a month to excellent advantage. It is the best starting point for a large number of attractive one-day trips to and through the



Gateway to Garden of the Gods.



Pike's Peak from



near Manitou.



A critical moment.

mountains. It has scores of good restaurants, hundreds of boarding houses, parks, summer gardens, and a street railway system that has few equals. The mountains are only fifteen miles away—they look much closer, but they are really quite a long way off.

Colorado Springs is the aristocrat of Colorado cities, the home of several thousand unusually well-to-do and exceptionally cultivated people from all parts of the world. It has fewer hotels than Denver and their variety, especially in the matter of price, is not as great. But for the man or woman who wants to get away from the noise and racket of a big city, and yet feels the need of having right at hand the conveniences and comforts of metropolitan life, Colorado Springs is ideal. The climate is—but that is something that will be referred to later on.

Manitou has been called the "Saratoga of the West," and worthily does it bear the title. Very much smaller than Colorado Springs, it, nevertheless, in the course of a summer, entertains more people. It is a pleasure resort, first, last and all the time. In this respect it differs from Colorado Springs, which is essentially a city of homes. Manitou has half a dozen large hotels and perhaps twice as many smaller ones, to say nothing of innumerable boarding houses. The springs and the hotel ballrooms are Manitou's centers of activity. In the season, any time from July 1 to the middle of September, Manitou is as gay as anyone would want.

Glenwood lies in the very heart of the Rockies, about 300 miles west of Colorado Springs. Its location is magnificent, in a valley through which

flows one of the largest of Colorado's rivers. It is referred to at length elsewhere in this publication. Meanwhile, it may be said that mention is here made of it—and this is true also of Denver, Colorado Springs and Manitou—simply in order that the reader may know, before he arrives in Colorado, what are the dominant characteristics of its four leading resorts. Superficial as the comment has been, it is, nevertheless, sufficient to give him a key to all four places.

However, it is only fair, not only to Colorado, but to the prospective visitor as well, to say that two of the four leading resorts of Colorado have little or nothing about them that is distinctively Coloradan. This is not intended as a reflection on either place. It means that with the exception of the always glorious climate, Manitou and Denver might be reproduced in any one of half a dozen other states without being out of harmony with their surroundings.

Colorado is fortunate in possessing a number of resorts that are "different" from the general run of summering places. Their names? Estes Park is such a place, Manitou Park is another. So, in a way, are the pretty lodges in Platte Canon. So are any number of the smaller towns and resort places in the interior. They are located on the sides of mountains, on the banks of streams where famous fishing is to be had, or near springs whose waters come bubbling to the earth's surface—queer of taste, hot to the touch, but "wonderful good for you."

These are the places that are truly and typically Coloradan. These are the places where one gets in touch with good old Mother Earth; where, for



Denver City—Union Depot.



First Tunnel, Cañon of the Grand River—D. & R. G. R. R.

the first time in years, perhaps, one really realizes how beautiful is the blue sky and how fine is a lungful of air, fresh from snowy peaks.

It is to these out-of-the-way corners that your true lover of Nature hies. Not for him the great hotel, with its army of servants and crowded hallways. Not for him the gay promenade of beauty and fashion. He would woo the sweetest of all mistresses, Dame Nature herself. And so, for a period, his letters bear queer superscriptions: "Such-and-such a place, Routt County, by stage from Eagle, via Bogg's Ferry."

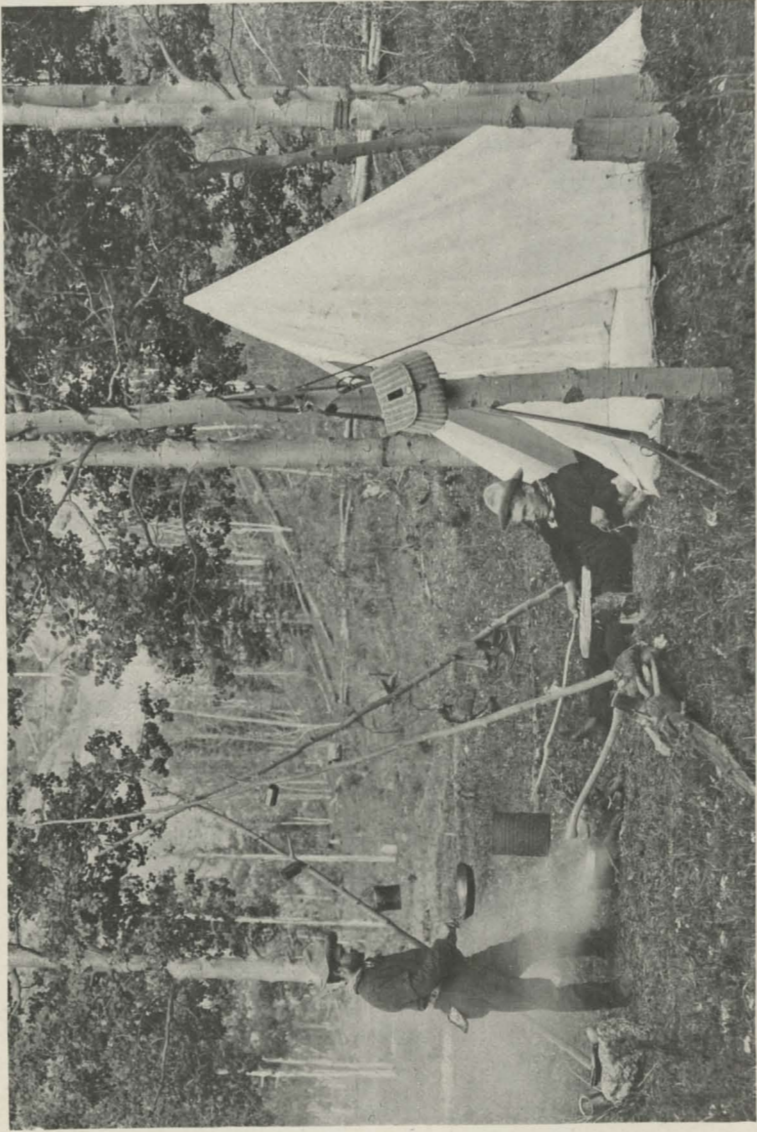
The really best way to see Colorado is to go first to Denver or Colorado Springs. There one can get one's bearings. They are the tourist's headquarters, the railroad and business centers of the State, the places from which all roads lead into the interior. North of Denver is a rich, irrigated region; east, the rolling plains, sloping gently towards the Missouri; west, a veritable sea of mountains; south lie those gems of cities, Colorado Springs and Manitou, and beyond is Pueblo—the "Pittsburg of the West."

One more paragraph and this rambling chapter is finished.

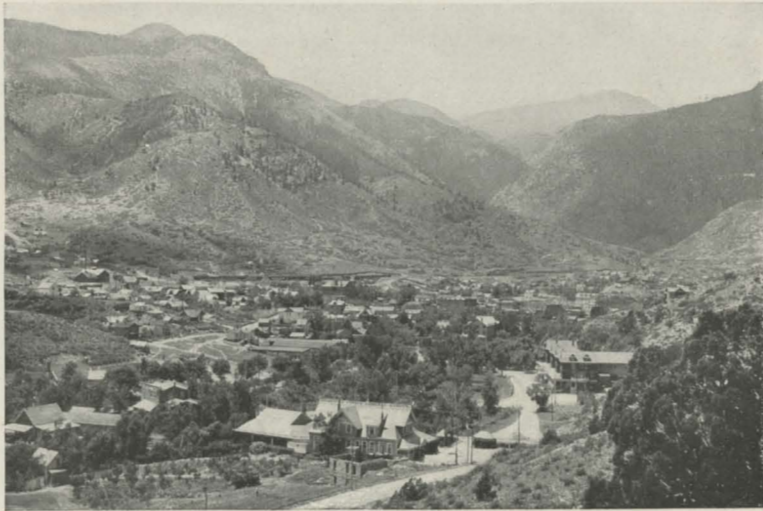
You will wish to know what sort of clothes to wear in Colorado. That depends largely on what you intend doing there. If you expect to spend most, if not all, of your time in the cities, rather than to "rough it," you should take with you clothing of the weight and texture you would wear at home at that time of year. A light overcoat, or a wrap, should be included, as should an umbrella or a raincoat. You will, of course, have with you clothing for all the social occasions that are likely to arise. A pair of stout shoes, a soft hat and an old suit—these for mountain climbing, etc.—are also desirable.



The Snowy Range on the Switzerland Trail of America.



The ideal way to pass the summer.



Manitou.

C H A P T E R T W O

IN WHICH COLORADO'S SCENERY AND CLIMATE ARE COMPARED WITH THOSE OF SWITZERLAND—TO THE ADVANTAGE OF THE FORMER.

Just why the Alps should be so often referred to when the Rockies are mentioned is inexplicable to those knowing both.

While the Alps have isolated peaks such as Mont Blanc (15,781 feet), and the Matterhorn (14,836 feet), the mean elevation of the highest Alpine chain is only from 8,000 to 9,000 feet. Colorado possesses more than 120 peaks of over 13,500 feet, of which no fewer than thirty-five are higher than 14,000 feet.

The highest village in Europe is Avers Platz in Switzerland (7,500 feet). The highest inhabited point in Europe is the Hospice of St. Bernard in Switzerland (8,200 feet). In Colorado the mining town of Leadville, with 15,000 inhabitants, is over 10,000 feet above sea level. Other mining camps are still higher and some gold and silver mines are worked at an elevation of over 13,000 feet.

The highest wagon road in Europe is said to be the Stelvio Road in Switzerland, 9,170 feet. In Colorado the Colorado Midland Railway crosses the mountains through Busk Tunnel in the Hagerman Pass at an elevation of 10,944 feet; the Denver, Northwestern & Pacific Ry., Moffat Road, crosses the divide at Corona, 11,660 feet; and the Denver & Rio Grande Railroad crosses the continental divide at Fremont Pass, 11,328 feet, Marshall Pass, 10,856 feet and at Tennessee Pass, 10,240 feet. There are wagon roads over numerous passes in Colorado ranging from 12,000 feet upwards, the highest being Mosquito Pass (13,700).

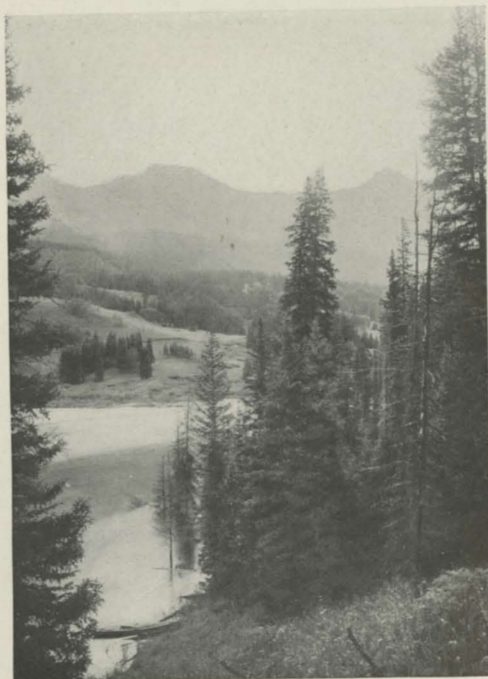
In Switzerland the cog-railroad from Vitznau to the summit of the Rigi Kulm (5,900 feet), has a length of four and a half miles, in which the ascent is 4,072 feet. In Colorado the cog-railroad from Manitou to the summit of Pike's Peak (14,147) has a length of eight and three-quarters miles, in which the ascent is 8,100 feet or an average of 846 feet per mile, the maximum grade being 1,320 feet.

In Switzerland 8,500 feet is the usual line of perpetual snow. In Colorado the "timber line" is 11,000 feet.

Davos Platz (5,200 feet) in Switzerland is the most desirable of the high altitude health resorts of Europe. The leading climatologists and specialists of London, Glasgow, New York and Boston say that Colorado is far superior to Davos Platz for pulmonary troubles.

Colorado, as compared with Davos Platz, has a higher average temperature, less rainfall, less humidity, and about twice the number of hours of sunshine.

Every year sees the arrival in Colorado, as permanent residents, of increasing numbers of people who have tried Davos Platz.



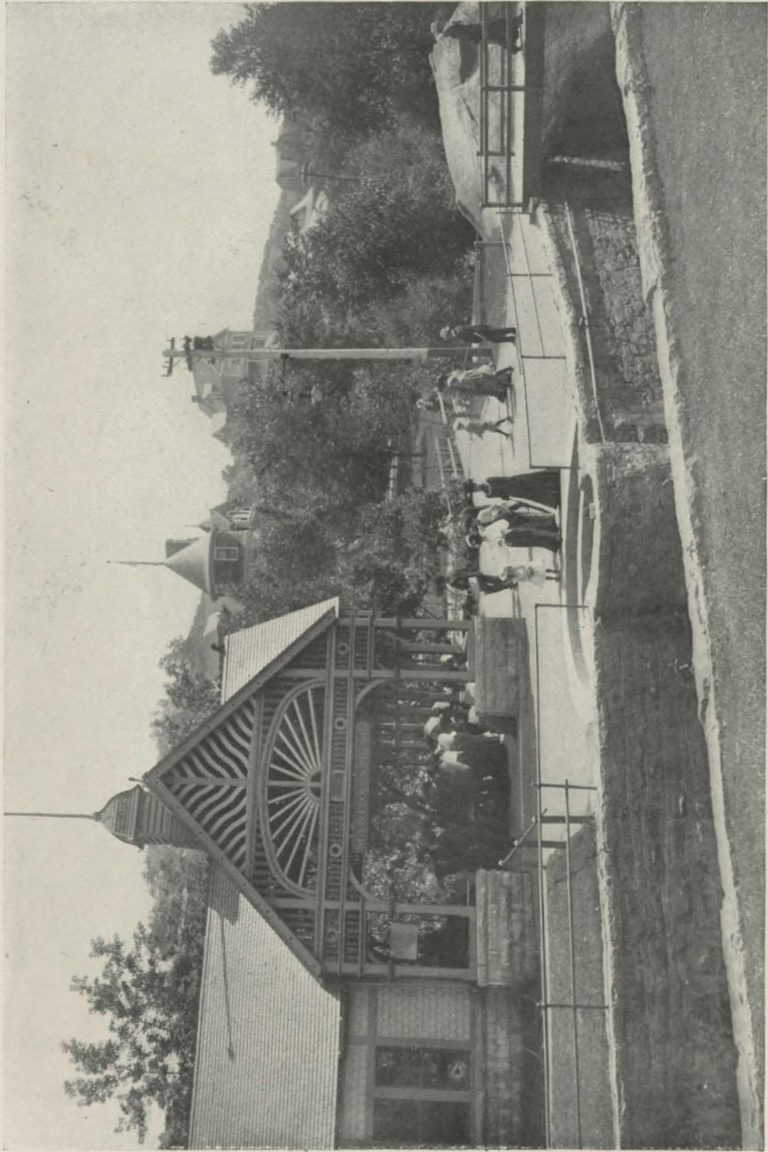
Trout Lake—Home of the Mountain Trout.



Horse-back riding has its devotees.

The attractions of Colorado are not confined to great altitudes, vast canons and seas of plains. Climate figures most conspicuously.

It is only within recent years, however, that the world has awakened to the fact that Colorado's climate is delightful the year round. The special characteristics of its climate are minimum precipitation, low humidity and maximum sunshine. There are a few cold days in winter and some hot days in summer; but the absence of humidity minimizes the effects of both. Hot nights are unknown, while a winter's residence in Colorado will forever banish the idea that it is a boreal country, given over to inclemency and snow.



Manitou Spring, Manitou.

CHAPTER THREE

GOLF IS ALWAYS IN SEASON IN COLORADO—IN WINTER, SUMMER, SPRING AND FALL.

Americans are so constituted that they must always be "doing something." If they cannot work, they must play; and if they cannot play, they are restless and ill at ease.

It follows, then, that the ideal resort, in the estimation of the average American, is the resort where one is kept busy every hour of the day.

There are at least half a dozen resorts in Colorado of which this is true. At some of them, Colorado Springs and Manitou for example, there are so many ways of passing time that one is frequently placed in the

embarrassing position of having to decide off-hand between golf, polo, riding, driving, tennis, cricket, coaching, bathing or auto-mobiling; and for these sports, and a dozen others, Colorado is the place.

In Colorado, golf is a winter game, a summer game, a spring game and a fall game. It is always in season. When Eastern links are buried in snow and sodden with rain and thawing frost, the Colorado golfer is chasing the "quinine pill" over fair green, through sand traps and



Watching the Trout.



Colorado coaching party.

bunkers from year's end to year's end. From July to January, from January to July, the battle goes on against "Colonel Bogey," who never dies and seldom surrenders. The keen and invigorating mountain air, the sparkling sunshine and the sight of snow-clad mountains constantly tempt one to make golf the real business of life. Too much golf—if such a thing is possible—rather than too little, is a Colorado characteristic.

Denver has a large coterie of enthusiasts and fine courses. At no point in the State, however, is the game more popular than at Colorado Springs. At this famous resort are two of the best courses in the West. The Town and Gown Golf Club has the only eighteen-hole course in Colorado. Harry Varden pronounced it "the sportiest course I ever played over." It is over six thousand yards long, on the eastern edge of the city, within easy access of town by trolley car, wheel or carriage. The course covers a tract of 100 acres of sandy loam, overgrown with short buffalo grass. There is no lack of hazards. They consist of "arroyas," irrigating ditches, bunkers and sand traps, so placed that accurate play is at a premium. A topped ball stops in rough ground, while a slice or a pull lands it out of bounds or in a trap. As in all dry climates, the putting greens are of sand. They are true and accurate after the player has gauged their speed.

The point where Mr. Varden passed judgment on this course is a knoll high above the precipitous bank of Shook's Run. The player here faces the



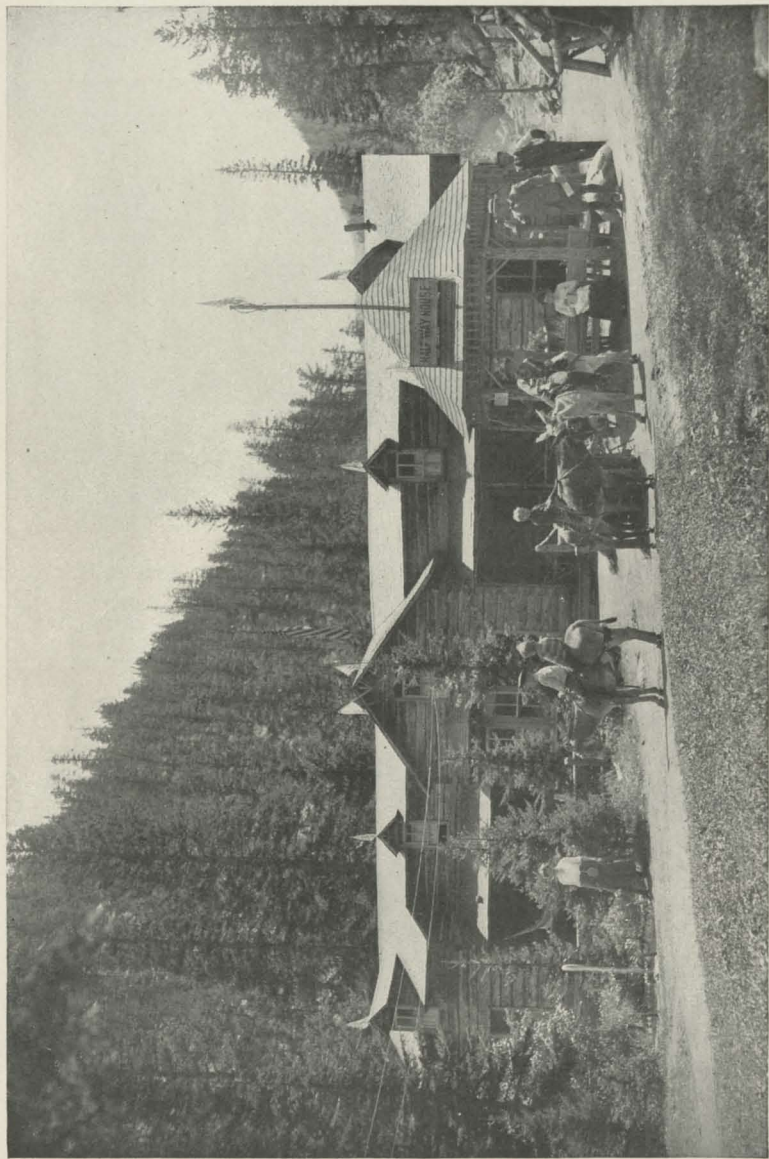
Gray's and Torrey's Peaks, on the Argentine Central Railway.

front range of the Rockies. The distractions of the splendid outlook and the fear that his drive will not carry the Run constitute a moral hazard that tries the nerve of the most experienced player.

The clubhouse is of the bungalow type, extremely attractive and up-to-date.

The older club of Colorado Springs, where the game is played at a "cloud height," is known as the Cheyenne Mountain Country Club, located at Broadmoor, and easily reached by a twenty-minute trolley ride. The course is laid out at the foot of Cheyenne Mountain, where natural conditions thoroughly lend themselves to the game. Groves of scrub oaks, creeks and draws furnish natural hazards. The scenery is remarkably beautiful. The course consists of nine holes, with an additional nine laid out. At both of these clubs professionals are in attendance and guests may obtain cards.

As for polo, Denver, Colorado Springs and Glenwood have as fine fields as are to be found anywhere in the country. Cricket and tennis are in high favor, while the excellence of Colorado's roads has contributed more, perhaps, than anything else to make automobiling popular. The boulevard from Denver to Colorado Springs and Pueblo skirts the foothills and commands an unsurpassed view of the mountains.



Half-Way House, Pike's Peak—Manitou & Pike's Peak R'y.

C H A P T E R F O U R

THE COLORADO STREAM THAT WILL NOT YIELD A TROUT IS AS RARE
AS THE STREAM IN THE OLDER STATES THAT WILL.

Colorado is a veritable paradise for sportsmen. It has 6,000 miles of trout streams and 500 lakes that lie high up in the mountain ranges, mesas and parks. These streams abound with several species of native trout, such as the black spotted trout (*salmo spilurus*), which has a pure white flesh of fine fibre and *salmo purpuratus*, sometimes called *salmo Virginalus*, which has red flesh. There is also the yellow finned trout (*salmo mykiss*) found in Twin Lakes, Lake County, as well as several other native varieties found in the Frying Pan River, the Bear River, the White River, the Grand River, Grand Lake and other streams.

For ten years past Colorado has had a State Fish Hatchery near Denver, and more recently branch hatcheries at Twin Lakes, Gunnison and Durango. The United States Government has also established a very large hatchery at Evergreen Lake, near Leadville. From these establishments 38,000,000 young fish were turned into the streams of the State during the past six years. Among the varieties which have been introduced are the Eastern brook trout, now regarded by some as a char (*salmo* or *salvelinus fontinalis*), a red and yellow speckled trout; the European brook trout (*salmo irridea*); the yellow salmon trout (*salmo sebago*), introduced from Maine; the Mackinaw trout (*salmo confinis*); the Loch Leven trout from Scotland; and the famous Lake Tahoe trout from Nevada.



Upper Twin Lake—On Colo. Mid. and D. & R. G.



Kiowa Lodge, Platte Cañon—Colorado & Southern Railway.

The streams of Colorado equal those of Maine for sport, while the superiority of scenery, climate and comparative freedom from mosquitoes give Colorado a decided advantage for a fishing holiday.

In the wilder parts of the higher mountains and parks and in the more remote portions of the lower country are: Mountain lion or panther, black bear, cinnamon bear, grizzly bear, silver tipped bear, wild cat, lynx, wolf, coyote, porcupine, fox, badger, beaver, also black-tailed deer, elk, antelope, grouse, duck, goose, snipe, crane, rabbit, squirrel, mountain quail and dove. These animals may be found near the head waters of the Arkansas, the Frying Pan, the Rio Grande del Norte, the Roaring Fork, the Gunnison, the Yampa, the Grand, the White, the San Miguel, the San Juan and other rivers. All these points are easily reached by railroad.

GAME LAWS OF COLORADO.

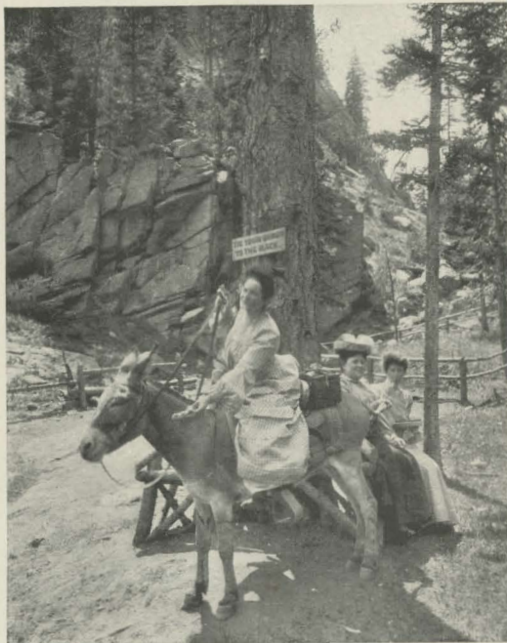
The detailed Game and Fish laws of Colorado can be procured upon application to the State Game and Fish Commissioner at Denver, Colorado.

A synopsis of these laws is given below:

Open season, for deer, with or without horns, October 1st to October 20th of each year.

Mountain sheep, antelope and elk, having horns, are protected by game laws until 1911. Bobwhite quail and crested quail are protected until 1920.

The open season for prairie chickens and grouse extends from August 20th to October 1st, and for sage chickens from August 1st to October 1st.



"Get-ap."



Broadmoor Casino, Colorado Springs.

For wild ducks, geese, snipes, brants, swans and other water fowls and shore birds, September 10th to April 15th next ensuing, except in altitudes exceeding 7,000 feet above sea level, where the season shall begin September 15th and end May 1st: Provided, That no food shall be placed within 100 yards of any shore or blind for the purpose of feeding wild fowls.

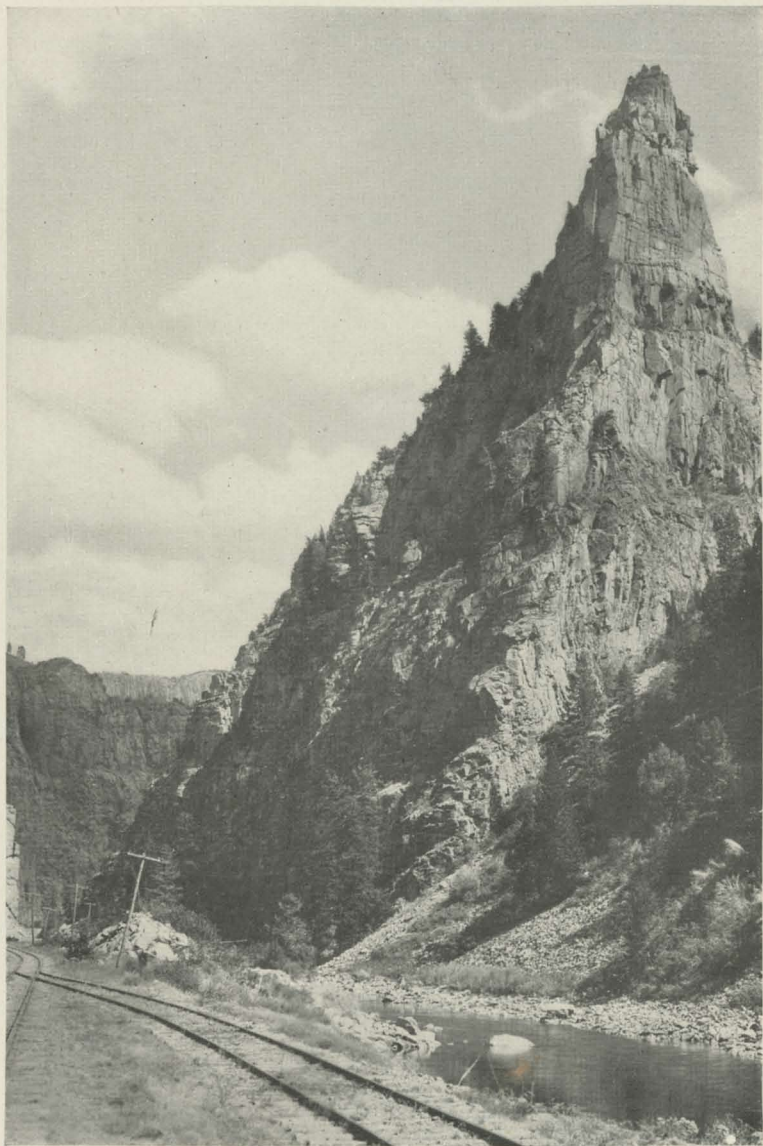
For doves, August 15th to September 5th, each year.

For trout not less than seven inches in length, June 1st to November 30th next ensuing, and in no instance shall fishing be done between the hours of 10 o'clock p.m. and 4 o'clock a.m.: Provided, That the public shall have the right to fish in any stream stocked at public expense, subject to actions in trespass for any damage done property along the bank of any such stream.

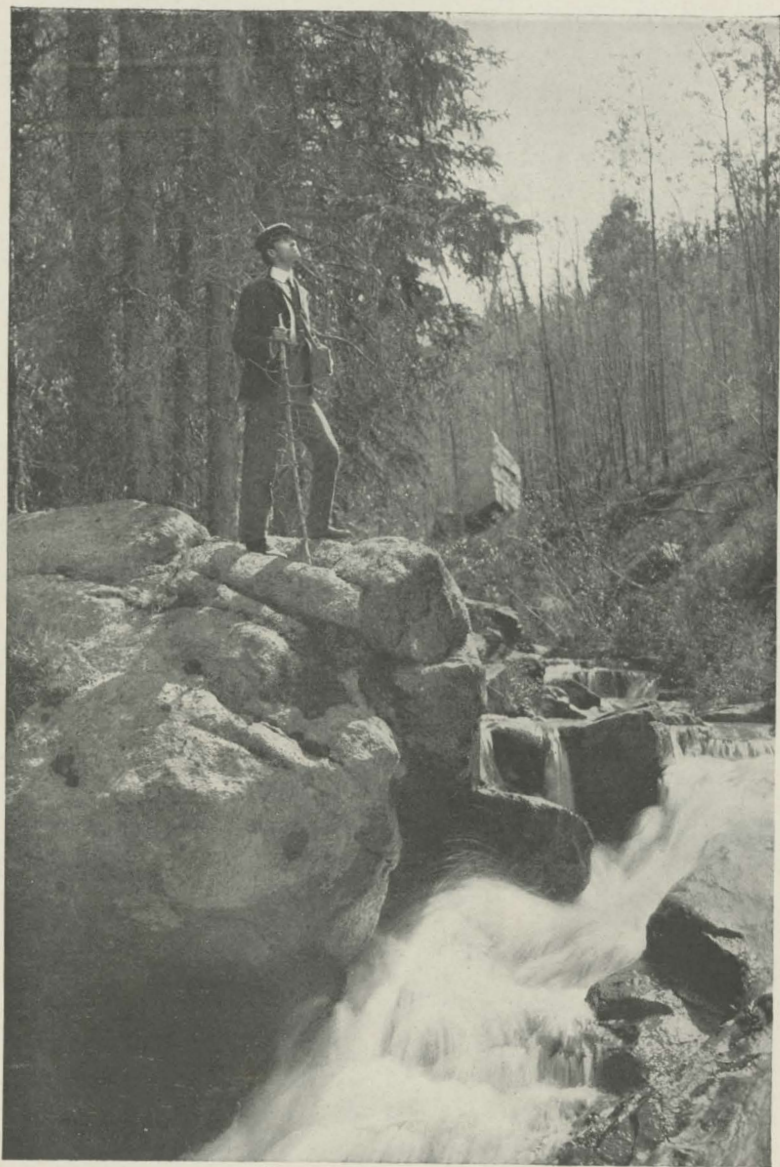
LIMITATIONS.

The right given by this section to take or kill game and fish is limited to food purposes only and to 25 ducks and 25 other birds and 20 pounds of trout for each person in any one calendar day, and no person shall take, kill or have in possession in any one open season more than one deer with horns. Nor shall any person have in possession at any one time more than 50 ducks and 50 other birds, nor more than 25 pounds of trout.

No game or fish shall be held in possession by any person for more than five days after the close of the season for killing the same, except as in this act otherwise provided.



Curecanti Needle, Black Cañon of the Gunnison, D. & R. G. R. R.



Foaming Mountain Waterfall.

C H A P T E R F I V E

A WORD PICTURE OF THE REGION OF WHICH COLORADO SPRINGS AND MANITOU ARE THE CROWN JEWELS.

No more comprehensive word picture has ever been presented of the Pike's Peak region than that painted by Mr. Geo. Rex Buckman.

“The Rocky Mountains, in their majestic sweep through the North American continent, culminate midway in their course and within the limits of the State of Colorado. Here is the ‘Crest of the Continent’—its supremest uplift—where from a vast central plateau, itself 6,000 feet above the sea, rise hundreds of granite peaks into the regions of perpetual snow. Here the waters of a continent are divided and great rivers flowing to either ocean have their source. Here are canons and gorges, awe-inspiring and stupendous, which testify to the hoary age of the mountains they cut asunder; and a score of peak-encircled parks, any one of which might constitute a principality. Here are the continent's treasure vaults, where veins of gold and silver seam the granite mountains. Here are medicinal springs for healing and refreshment; and here, under skies of deepest blue, lies a sunbathed land with a climate whose delights and perfections the lowland dweller may not know.

“Scarcely more than three decades have passed since this region was a *terra incognita*, the hunting ground of the Indian and the home of wild beasts. Three hundred miles to northward had swept the stream of the California Argonauts, to whom these culminating ranges had been but gigantic barriers blocking their way to the Golden Gate and the El Dorado of their dreams. Far to southward lay the Santa Fe Trail—that dusty highway strewn with the bleaching bones of man and beast, which linked the western outposts of our civilization with the ancient land of the Spaniard and with all the mystery and charm of the sunny Southwest. Far removed from the highways across the plains, these mighty mountains had therefore remained untrodden by the foot of the emigrant or trader; only a few adventurous explorers had as yet penetrated their fastness. And to all of these the chief guiding beacon had been a single snowy peak, visible for fifty leagues, that rose companionless from its brown foothills and from the very edge of the Great Plains.

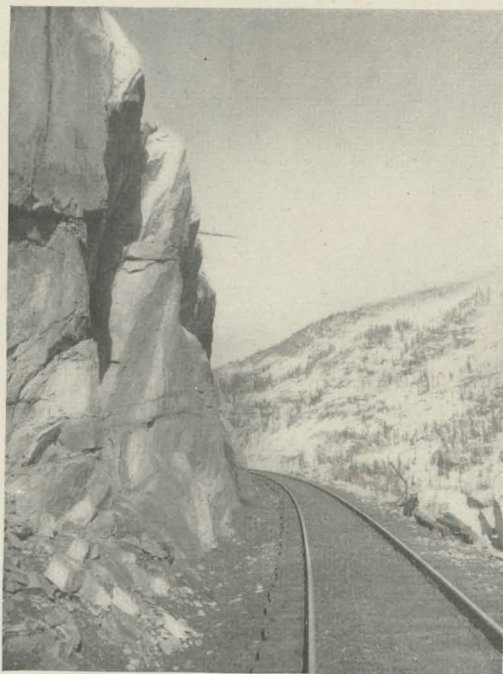


Antlers Hotel and Business Section of Colorado Springs.

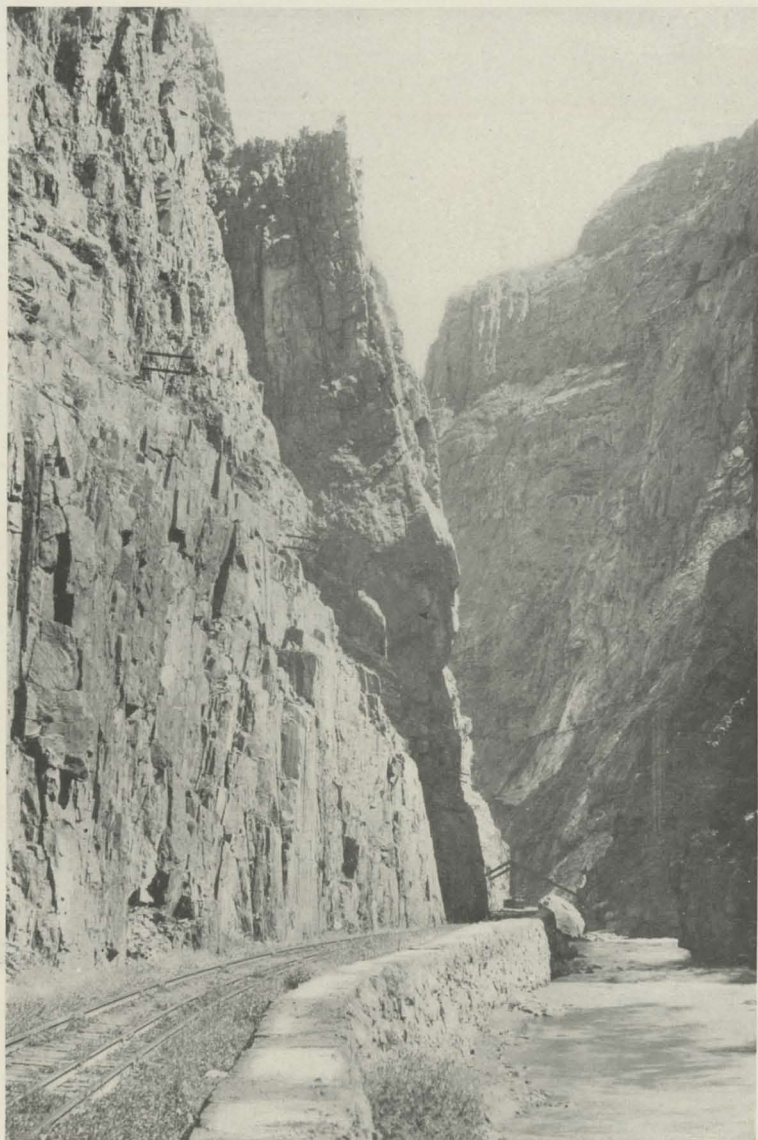
“On the 15th day of November, 1806, Lieutenant Zebulon M. Pike first caught sight of this snowy summit through the transparent atmosphere of the plains; by hard marching his party reached its base ten days thereafter. Several attempts were made to scale its rugged steeps; but Pike was obliged to record the opinion in his diary that ‘no human being could ascend to the summit’ of the mountain thenceforth to bear his name. Next came Lieutenant Long, in 1819; Fremont, the ‘Pathfinder,’ was at the base of the great mountain in 1843, followed by Ruxton four years later. For all of these the beacon summit and the region lying at its base seem to have possessed a unique interest and a rare fascination. The majesty of the snowy peak; the grandeur and beauty of its attendant foothills—themselves royal mountains; the sparkling waters that bubble up at its foot; the canons—a half dozen or more, each one a *Via Mala*—by which its sides are gashed and riven; the wonderful monoliths of red sandstone that cluster about its base, reared by Titanic forces in shapes now grand and inspiring, now fantastic and grotesque—it was these which invested the Pike’s Peak region with the peculiar interest and fascination it possessed for the early explorers and for those who followed in their wake till this guiding beacon became a synonym for all the wonder, the mystery and the charm of the unexplored mid-continent.

“If the thought had ever arisen in the minds of these early explorers that a city should some day be planted at the foot of Pike’s Peak, it had no doubt been quickly dismissed as the flight of a too exuberant fancy; but when in 1870 Gen. William J. Palmer started his Denver & Rio Grande Railway southward from the frontier settlement at Denver, these seemingly Utopian dreams were not far from realization. For among the many projects connected with the material conquest and development of the new region, not the least important was that of the founding of a little city which should from the beginning present especial attractions to the invalid and valetudinarian. That this city should be located in the Pike’s Peak region was a foregone conclusion. Accordingly, a tract of ten thousand acres was purchased and a course of intelligent and generous expenditure entered upon by the Colorado Springs Company. Thousands of trees were planted along the avenues of the new city and costly irrigation works constructed, making possible the unbrageous avenues and the shrubbery-dotted lawns which to-day delight the eye of every visitor and form one of the city’s chief attractions.

“From the beginning the growth of the little city was steady, and at times rapid. Wisely directed must have been this growth, for the visitor of to-day finds here at the foot of Pike’s Peak—albeit generally to his surprise—a city of 32,000 inhabitants, with abundant evidences on every hand of continued prosperity



Hell Gate Cliffs—Colorado Midland Railway.

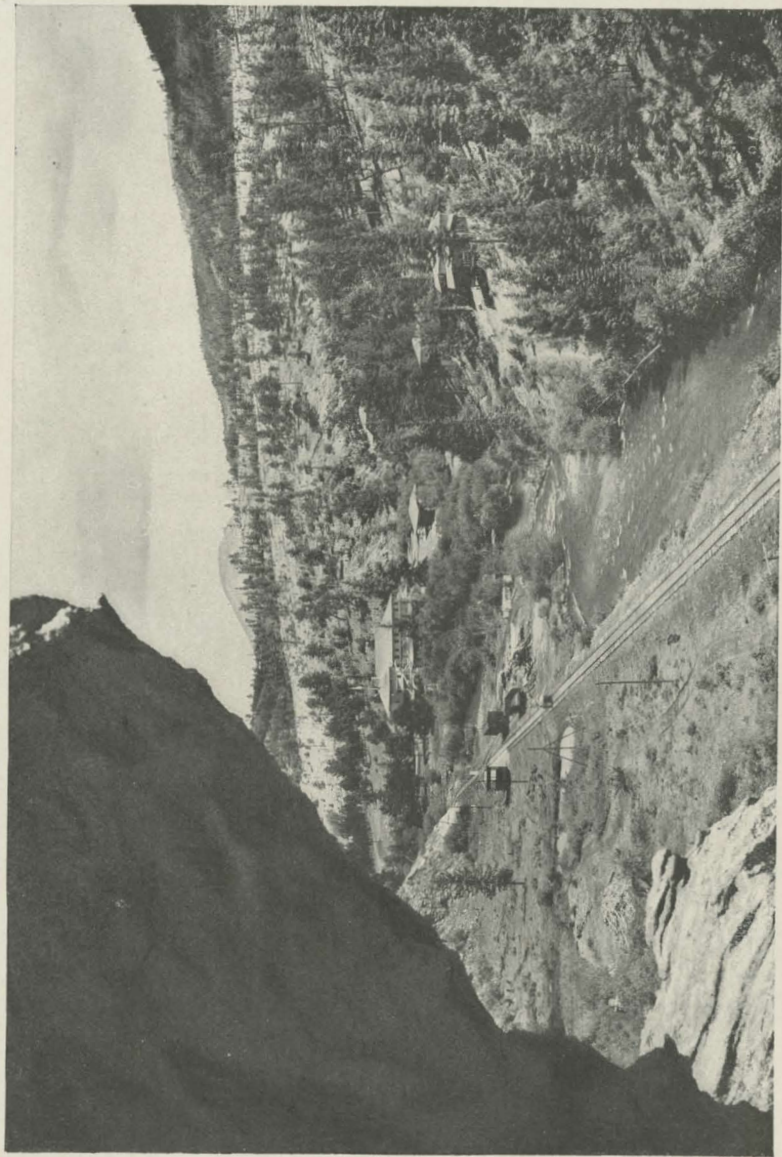


The Royal Gorge—on the Denver & Rio Grande R. R.

and growth; its shaded avenues lined with beautiful and, in many cases, costly residences, with fine hotels and handsome business blocks; possessing a water system costing \$3,500,000, by which the purest water is piped from crystal lakes high up on the side of Pike's Peak; lighted by electricity, supplied with an extended telephone system and having thirty-eight miles of electric railway, perhaps the most modern system in the West; complete modern sewerage; numerous and costly public school buildings and highly favored as the seat of Colorado College; having a handsome opera house and six clubs, two of which occupy their own magnificent homes, costing over \$150,000; with many handsome and costly church edifices and numerous sanitariums, hospitals and other charitable institutions; with a casino, to find whose equal in elegance and completeness one must visit the most noted of the Old World spas—a city, indeed, affording to residents and visitors all the conveniences and comforts and a large share of the advantages and pleasure incident to modern city life, yet lying ever in the majestic presence of the overshadowing mountains and close to nature's heart.

“Colorado Springs in many respects is unique; one may search the world over and not find another city exactly like it. To the newcomer it is an anomaly, albeit a charming one. His first glances fail to reveal the basis upon which rests this evident prosperity and growth. No large manufactories are seen sending forth volumes of smoke; the surrounding country is manifestly inadequate to support such a city. But he is not long in discovering that, whatever the city's future may be by reason of its importance as a railroad center and the continued development of the rich mines in its immediate vicinity, however these may mould its future, it owes its present importance and peculiar character in largest measure to the fact that it possesses a climate of remarkable health-restoring qualities and delightful at all seasons of the year, and to the further fact that its scenery in grandeur and variety is unrivaled upon the continent. Climate and scenery, then, are the chief foundation stones upon which this beautiful and attractive city has been built.”

“The empire of climate,” wrote Montesquieu, “is the most powerful of all empires”; the settlement of the Rocky Mountain region in general and of Colorado Springs in particular bears testimony to the truth of this assertion. More potent than all the gold and silver in her mountains and all the abounding resources of a virgin land has been her health-giving and health-restoring climate in planting upon these upland plateaus a population drawn from almost every quarter of the globe.



Glenisle, Platte Cañon—Colorado & Southern Railway.



A mountain roadway, Glenwood Springs.

Not only did the founders of Colorado Springs select for it the most favorable location, from the standpoint of climate, in all the Rocky Mountain region, but they also placed it in the midst of scenery, which for variety and grandeur, stands unrivaled and which alone would have sufficed to make it famous. Its situation is indeed a noteworthy one, whether we consider the view which it commands of the great mountain range sweeping from north to south, its mighty peaks notching the western sky far as the eye can reach; or the wonders of canon and gorge, of dizzy height and awful depth, of gigantic rock form and weird cavern and the beauties of dashing mountain stream and of sylvan, peak-guarded dell, which these mountains reveal to closer scrutiny. Bayard Taylor, fresh from clambering over all the great mountain ranges of Europe, wrote as follows of this general view of the Pike's Peak Range from a point near Colorado Springs: "In variety and harmony of form, in effect against the dark blue sky, in breadth and grandeur, I know of no external picture of the Alps which can be placed beside it. If you could take away the valley of the Rhone, and unite the Alps of Savoy with the Bernese Oberland, you

might attain a tolerable idea of this view of the Rocky Mountains. Nowhere distorted or grotesque, never monotonous, lovely in form and atmospheric effect, I may recall some mountain chains which equal, but none which surpass them.”

Manitou, the Saratoga of the West, has an environment for which the original Saratoga could well afford to trade two-thirds of her springs, and half her reputation. Close under the very shadow of Pike's Peak, almost surrounded by lofty mountains, at the entrance to the Ute Pass, and but a little way from the Ruxton and Williams cañons, these fountains of health have bubbled, and blessed mankind for centuries. The Indians knew them and knew their worth, and named them reverently after the Great Spirit, by which cognomen the place is known to-day. There are fourteen springs in all, no two alike, and one the largest known soda springs in the world. Some of the waters, charged with their own gas, are bottled for table use, and shipped extensively; others are used where they flow, for bathing. Five large hotels and many smaller ones and boarding houses are fully occupied in the season by those who believe implicitly, and with reason, in the virtues of these waters. Fashion long ago stamped Manitou with her approval, and this irregular, secluded, mountain-bound village is alive in summer with all the gayety of



Cascade Cañon, Colo.—Colorado Midland Railway.

youth; the altitude, no doubt, adding not a little to the exuberance of spirits which seemingly runs higher here than Long Branch or Atlantic City ever knew.

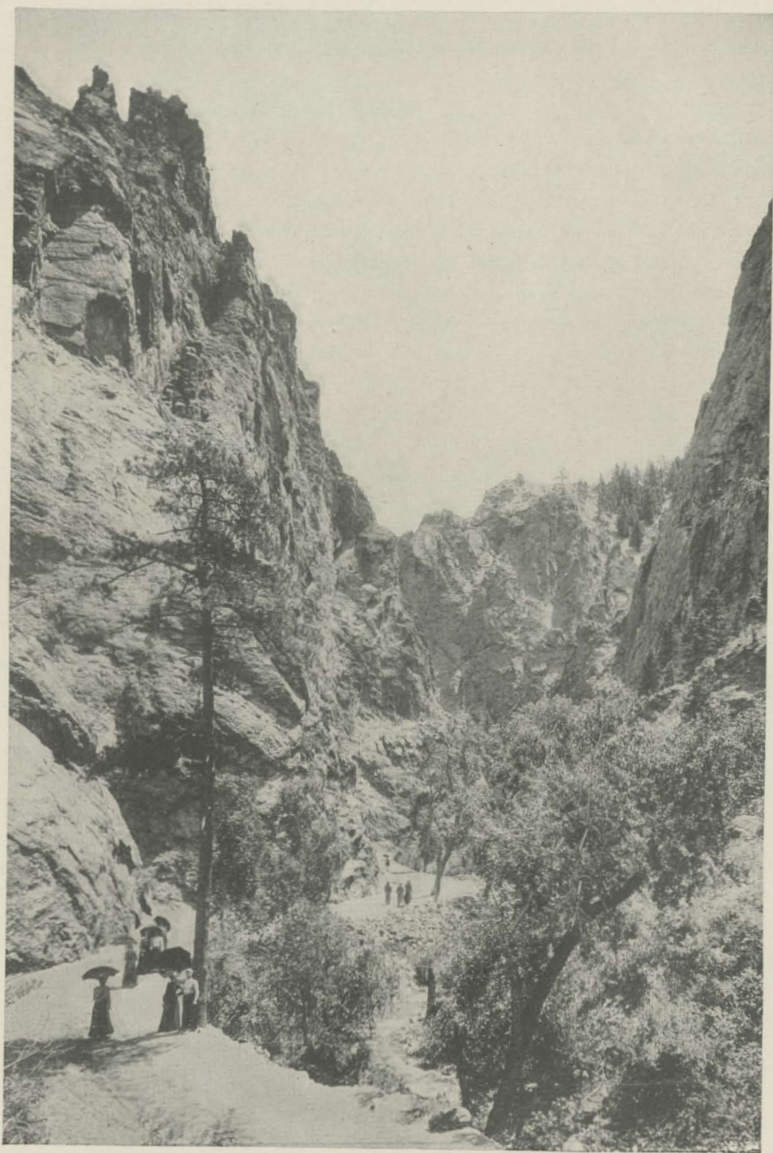
Few more inspiring drives are possible than that from Colorado Springs northwest across the flower strewn mesa toward Glen Eyre and the Garden of the Gods. Man's works are all behind us. We are alone with Nature—out on the high plateau—more than a mile nearer heaven than we were in New York City—the dry, thin air tingling with electricity, the sky a cloudless azure—to our right the plains in illimitable expanse—before us arising in solemn majesty Pike's Peak, and neighboring elevations apparently just as high although not so by many hundred feet. We note the haze upon the summit, the timber line, above which nothing appears to grow, the barrenness of desolation that marks the top and lower down the various forms of vegetation.

They are always company, these silent mountains.

But lo! the Garden of the Gods! So called, probably, because it does not belong to the gods, and is not, in any sense, a garden.

Created in one of those strange epochs in which Nature, without abandoning the sublime, mingled therewith a strain of the grotesque—rocks in strangely garish colors, red and yellow and white, in enormous masses, lofty buttresses, towers and pinnacles, besides formations of lesser size, in fantastic shapes that readily lend themselves to the imagination, and in which one sees as many pictures as in a fire of coals in a winter night, or the clouds of heaven in a summer sky. Geologists tell us that these are sedimentary strata, which once lay horizontally upon the mountain's breast, but that some gigantic convulsion of nature threw them into their present perpendicular attitude, with their roots, as it were, extending hundreds of feet underground. The erosion of water, when this was all the Gulf of Mexico, accounts for the shaping.

The gateway to the Garden is really the grandest feature, rising perpendicularly on either side twice the height of Niagara, and framing in rich terra cotta a most entrancing picture of the blue and tawny peak, apparently only a little way on the other side. But once within the majestic portals, and gifted with a lively imagination, there is no end to the things to be seen within this garden, whether grand or grotesque depending somewhat upon the spirit in which they are approached.



The Crag in South Cheyenne Cañon.



Early Morning at Point Sublime, on the Cripple Creek "Short Line."

C H A P T E R S I X

POINTS OF INTEREST NEAR COLORADO SPRINGS AND MANITOU—HOW REACHED,
COST AND ATTRACTIONS. PUEBLO—THE "PITTSBURG OF THE WEST."

STRATTON PARK—Four and a half miles southwest of Colorado Springs, at the entrance to North and South Cheyenne Canons. A beautiful pleasure ground dotted with several small lakes. Band concerts in the evenings and moving pictures attract large crowds. Admission is free. Electric cars directly to the entrance.

PALMER PARK—A natural park two miles northeast of Colorado Springs, intersected with fine driveways and bridle paths. One of the finest views of Pike's Peak, the great front range and the vast plains is commanded from the flat open park on the summit. Donated to the city by the founder of Colorado Springs, Gen. Wm. J. Palmer. The two boulevards connecting it with Colorado Springs are as fine as any in the West.

NORTH CHEYENNE CANON—The entrance to this canon is five miles

southwest of Colorado Springs. Numerous cascades, wonderful rock formations and other striking features. Owned by the city and used for park purposes. Admission free. A fine carriage road leads through it for three miles and connects with the Bear Creek Canon drive. Reached via carriage or electric railway. Cars every fifteen minutes.

SOUTH CHEYENNE CANON—Entrance is five miles southwest of Colorado Springs. Rock walls 1,200 feet high, and many interesting features, including the famous Seven Falls. Reached by carriage road and electric railway. Cars every fifteen minutes. Private grounds. Admission fifty cents.

CHEYENNE MOUNTAIN—A carriage road climbs Cheyenne Mountain to Seven Lakes and the Summit of Pike's Peak, affording magnificent views of the mountains, canons and plains.

RUXTON AND WILLIAMS' CANONS, CAVE OF THE WINDS AND UTE PASS—The entrance to these popular points is five miles west of Colorado Springs. Trail to Pike's Peak traverses Ruxton Canon. The Grand Caverns are in Ute Pass and the Cave of the Winds in Williams' Canon. Reached by the Temple Drive. Admission to Cave of the Winds \$1.00.

GLEN EYRIE—Three and one-half miles northwest of Colorado Springs. Rock formations similar to those in Garden of the Gods. Echo Rocks and Major Domo deserve special note. Private grounds, open to public. Home of Gen. William J. Palmer.

ROSWELL PARK—Two miles north of Colorado Springs. Fine horse and bicycle tracks, stables, grand stands, etc.



Group of Tourists on Perpetual Snow Banks—Moffat Road.

GRAND CAVERNS—A most beautiful and wonderful cave, two and one-half miles from Manitou, over a magnificent drive up the famous Ute Pass.

MONUMENT VALLEY PARK—Extending two and a half miles from the Rock Island station north. A most elaborate and beautiful parking system, with walks, lakes, falls, mineral springs, floral displays and pavilions, Japanese bridges, fountains, esplanades and Italian sunken basins. Cost when completed, with Horticultural Hall and Art Building, nearly \$1,000,000, the gift of Gen. William J. Palmer to the city.

BEAR CREEK AND NORTH CHEYENNE CIRCLE TRIP—Fine carriage road built by Gen. William J. Palmer, donated to county, connecting the two scenic gorges. Delightful trip by burro or carriage, starting at entrance of North Cheyenne and coming out over the Bear Creek road and Colorado City boulevard.

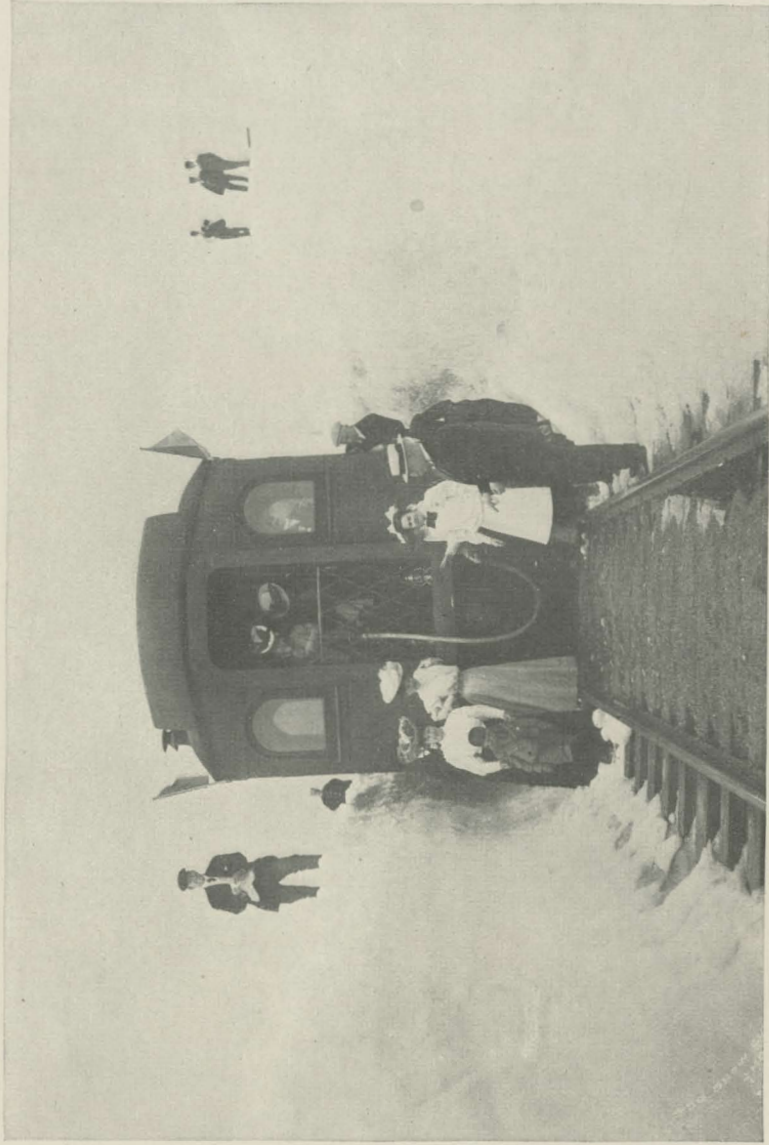
BRUIN INN—A romantic log cabin for rest and refreshments is located at the head of North Cheyenne Canon.

SEVEN LAKES—Pretty mountain lakes, altitude 11,800 feet, owned by the City of Colorado Springs for reserve water supply. Most conveniently reached by the "Short Line" to Clyde station, 30 miles, thence by trail and carriage road, three and one-half miles. Popular camping ground, good fishing.

CRYSTAL PARK TRAIL
—This new and wonderful bridle trail has also been built by General Palmer. The views are extraordinary. Crystal Park is 1,500 feet above Manitou and contains an abundance of beautiful crystals.



Spray Falls.



Banks of Snow in Midsummer, on the Denver, Northwestern & Pacific Railway (Moffat Road).

BROADMOOR CASINO—Two and a half miles southwest of Colorado Springs, on Cheyenne Lake. A magnificent resort; boating, golf, mountain climbing. Reached by carriage road and electric railway. Cars every fifteen minutes.

CHEYENNE MOUNTAIN COUNTRY CLUB (Broadmoor)—Tennis, baseball, cricket, polo, bowling and excellent golf links. Two weeks' card on introduction.

TOWN AND GOWN GOLF CLUB—Northeast of Colorado Springs. Extensive grounds. Bowling, golf links, croquet, cricket, polo and tennis. Two weeks' card on introduction.

UTE PASS RESORTS—Reached by Colorado Midland Ry. direct or by stage connection, include Manitou, Cascade Canon, Ute Park, Green Mountain Falls, Crystola, Woodland Park, Skeltons Mountain Ranch and Manitou Park, all notable, and furnishing accommodations for summer tourists in hotels, cottages or tents. The Pass abounds in rocky gorges and the scenery is remarkable. Occasional meadows and warm slopes are brilliant with wild flowers. During the summer weekly and special "wild flower excursion" trains are run to Spinney, sixty miles west. The trains are composed of open observation cars and stop frequently to allow excursionists to gather wild flowers and secure pictures. At Cascade Canon the wagon road to the summit of Pike's Peak begins.

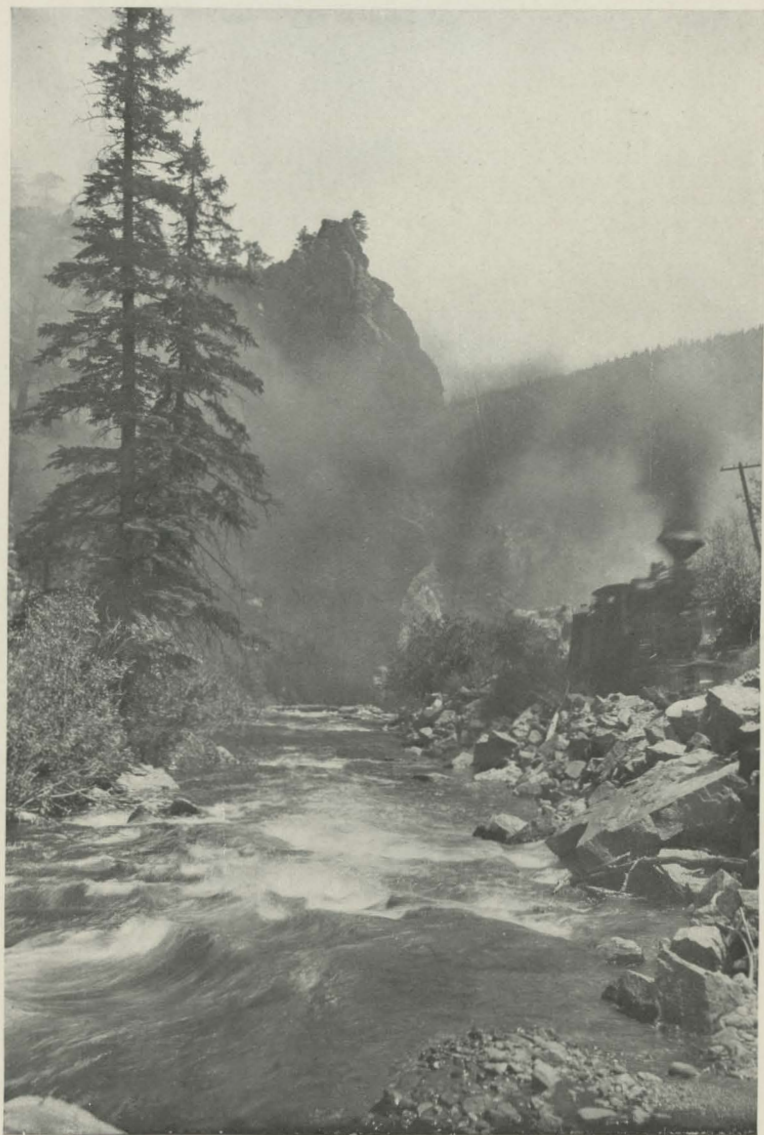
GARDEN OF THE GODS—Entrance five miles northwest of Colorado Springs. Marvelous and curious rock formations. Gateway Rocks (330 feet high), Cathedral Spires and Balanced Rock are objects of special interest.

MANITOU—Five miles west of Colorado Springs. Reached by steam and electric railways, carriage roads, and Manitou Boulevard. Celebrated iron and soda springs.

PUEBLO—Pueblo has been called the "Pittsburgh of the West," on account of the Bessemer plant of the Colorado Fuel and Iron Co., the large ore smelters and manufacturing plants located there.

Situated at what might be termed the head of the rich Arkansas valley, Pueblo is the market place for all of the products of this 200-mile-stretch of rich, irrigated farm land with its alfalfa, melons, sugar beets, live stock, garden and dairy products, and thrifty orchards.

Pueblo is particularly fortunate in her climate, the number of sunshiny days in the year being 300, while her temperature is equable to a marked degree. There are numerous large hotels, several theaters, gas and electric lighting systems and a street railway. The Rock Island line, extending from Colorado Springs southward, terminates at Pueblo.



The Fish Train, Platte Cañon, on Colorado & Southern Railway.



Summit of Pike's Peak.

C H A P T E R S E V E N

TO THE SUMMIT OF PIKE'S PEAK AND TO CRIPPLE CREEK— THE MOST INTERESTING SIDE TRIPS WHICH COLORADO OFFERS.

Although there are at least twenty-five loftier mountain tops in Colorado, Pike's Peak is the eminence which is first thought of when the Rocky Mountains are mentioned. It is first to be inquired for by the "tenderfoot," and first to be pointed out by the Pullman porter or enterprising newsboy. One reason for this is that from its position in the first eastern range it can be seen for one hundred miles away, and its white top has been a landmark ever since its discoverer, after whom it was named, despairingly said that its top would probably never be trodden by mortal man. But to-day, were General Pike alive, he could leave the foot of his statue in Colorado Springs, and in less than three hours, with no more exertion than it takes to board an ordinary railroad car, find himself at the very summit of his mountain namesake.

So far as mere ascent is concerned, Pike's Peak has been as thoroughly conquered as any mountain of equal height. There are five ways in which its summit is reached; on foot, on horseback, by burro, by carriage or by rail, the last way, of course, being the easiest and most expeditious.





Another!

One may travel over several hundred thousand miles of steel rails in this country, but if he went over every foot of it he would find nothing like the eight and three-fourths miles of cog railroad which, at the cost of nearly \$1,000,000 to construct, connects Manitou with the top of Pike's Peak, and which to traverse is one of the sensations, as it is one of the privileges, of a lifetime.

Those who have been up Mount Washington in New Hampshire over a road similarly constructed have some little idea of what this trip is like. There is nothing else that compares with it in this country. It stands alone as the most remarkable railroad in the world.

Think of it! To be steadily, irresistibly and safely pushed up an average grade of 846 feet to the mile till you alight nearly three miles above the level of the sea! If this is not being

“ . . . carried to the skies
On flowery beds of ease,”

it is marvelously like it. Few people ever get so high in the world by any means, none by any other way with so little effort. The cars, each seating fifty passengers, are made largely of glass, so that the wonderful view may not be obstructed, and the seats are so arranged that the occupants have a level sitting, at all angles. In the ascent the locomotive goes behind and pushes, and in the descent precedes the train. It is probably the safest, as well as the most astonishing railroad in the world. There is nothing, in fact, that need deter any one able to travel at all, from making this trip, and going and coming, it is one that can never be forgotten.

The view of the plains and the adjacent mountains, the peaks and canons, vegetation and no vegetation—“great rough seams in the mountain sides, as if fire and water had been at work for ages to waste and overturn; dreary areas of red and brown and gray rocks; masses of timber; bits of green in the far down valley. Nature everywhere in her original forms, and her abounding waste of wealth;” all this, increasing in extent, in interest and in majesty as the car goes upward, forms one grand crescendo of vision, such as under no other circumstances ever falls to the lot of man to behold. The slower unfolding of the same prospect by other means of transit is not the same in effect at all, and the sensation of going up in a balloon is different.

The Pike's Peak railroad trip is of itself a thing apart, and even considered independent of the overwhelming scene that in awful silence is unrolled

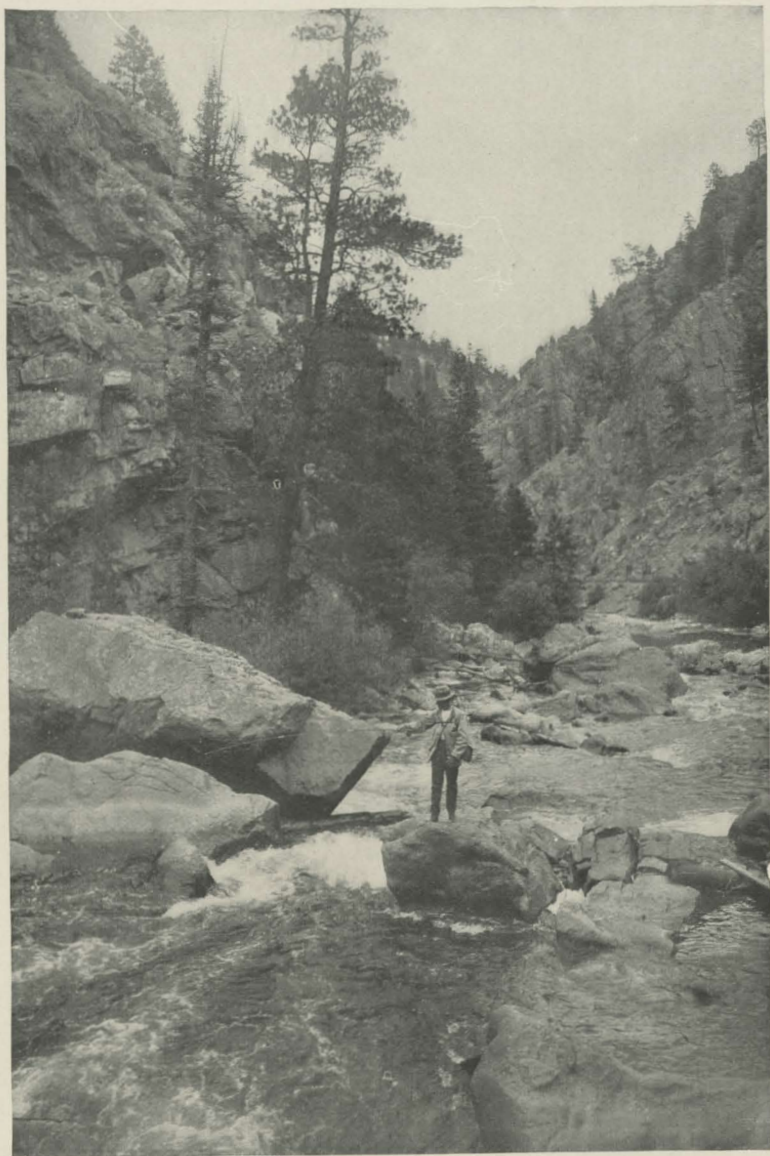


Lake Broadmoor, from point on Cripple Creek "Short Line."

from the summit, is something that really *must not* be omitted. It should be taken not merely for the sake of saying that you have been to the top of Pike's Peak — although with many that is a consideration — but because it is an experience unlike anything else the whole realm of travel has to offer.

There is one trip out of Colorado Springs which to omit would indeed be playing Hamlet with Hamlet's part left out—a trip which in itself would pay any man for coming all the way from Chicago if, after making it, he started for home next day. It is the quintessence of Colorado reduced to a ten-hour limit—mountains, plains, rocks, canons, railroads, beauty, sublimity, thrills, wonder, admiration, geological phenomena, and the greatest gold-mining camp on the continent—all on one ticket.

The great gold mining camp of Cripple Creek is reached from Colorado Springs by two railroads. Along each the scenery is grand and inspiring, and yet somewhat different. From the Colorado Springs & Cripple Creek District Railway, view upon view follows with dramatic rapidity—a magnificent glimpse of the plains is had, of Colorado Springs, its beautiful southern suburb, Broadmoor, Cheyenne Canon, and from one spot the smoking chimneys of Pueblo, forty-five miles away. The Midland Route (Midland Terminal to Divide, Colorado Midland to Colorado Springs) passes to the north of Pike's



A "likely spot."

Peak through the canons of Ute Pass instead of on the mountain side, and the crossing of the range from Divide presents magnificent views of summits from 9,000 to 11,000 feet in height. A good way is to go by one route and return by the other, making the "Swing around Pike's Peak." Observation cars permit full enjoyment of this most remarkable one-day trip.

Cripple Creek is one of the most important mining districts in the world—exceeding in the value of its output anything in California or Alaska. In most camps gold is only a by-product, more actual value resulting from the deposits of lead and silver with which the gold is mingled, than from the gold itself; but here it is gold or nothing. Purely therefore, from a spectacular point of view, or that simply of the tourist, this country, high in air, presents the most interesting industrial exhibit on the globe. Here, hidden deep in the granite's close embrace, is the treasure for which so many human beings all over the world are toiling, dying, selling their souls and bodies. Far beyond the simple appliances of the old time miner, and as impossible to reach with unaided human hands as if it were in the very center of the earth, these treasures of the mountains yield themselves only to the impact of drills driven by electricity. Enormous power and enormous capital are both necessary to work the mines of Victor and Cripple Creek. As a proprietor the poor man has no more show here above the clouds than down on earth among the trusts of Wall Street. There are no low priced tickets in this great lottery. Everything is on a big scale—the machinery, the force of workmen, the management generally. It takes a fortune to make a fortune—and sometimes the second fortune doesn't come.

To see the location of practically all the principal mines in this district you have only, on arriving at Cripple Creek, to take the high-line division of the electric terminal to Victor, and return to Cripple Creek the other way. This can easily be done during the few hours you spend there; and, in addition, the view of the great Sangre de Cristo range of mountains, fifty miles away, as seen from the electric car line, would be worth all your trouble, had you till then been blindfolded ever since you started. Gold mines are, no doubt, all well enough in their way, but that view of the mountains is the climax, the apex, the acme of this great excursion.

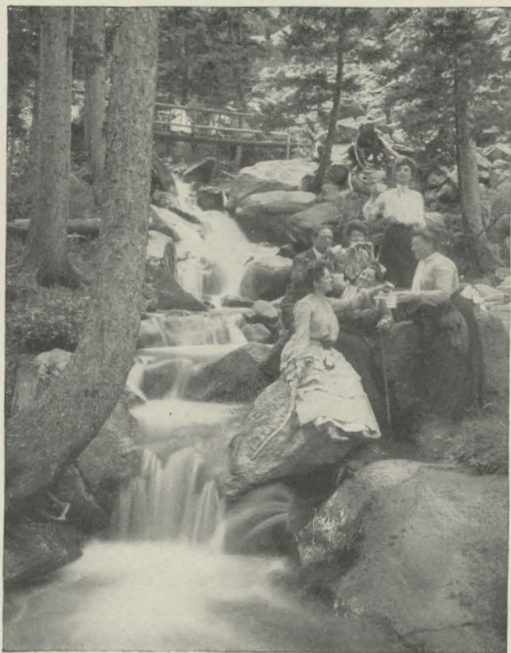


Denver—from Capitol Building.

C H A P T E R E I G H T

DENVER, THE CAPITAL CITY OF COLORADO, AND THE STARTING POINT
FOR MANY OF THE MOST INTERESTING ONE-DAY TRIPS
IN THE STATE.

The first seekers after gold in Colorado, along in 1858, erected their log cabins in the meadows where Cherry Creek joins the South Platte River. They builded better than they knew, for no finer site for a great city could have been selected. Here were broad, level meadows, stretching in gentle slopes to the streams, and constituting an ideal location for a center of commercial activity. Rising on every side were plateaus, reached by easy ascents, commanding magnificent views of the nearby mountains, and, subsequently, fairly compelling, by the beauty and adaptability of the sites they afforded, the building of fine residences thereon. Here were valleys running north, south, east and west—natural avenues for the approach of railway lines. And in selecting this ideal site, the locators of the Rocky Mountain metropolis (for “Auraria,” as it was then called, was but the precursor of Denver) chose the point now famous as



Cascades, Half Way House, Pike's Peak.



The Georgetown Loop—Colorado & Southern Railway.

the sun-basked region of the West. Denver is near enough to the mountains to get the full benefit of the breezes that in summer blow steadily from their snowy summits, and far enough away from them to escape the uncertain weather conditions, where the air currents from the plains meet those from the peaks. The mountains rise to the west of the city. Their ragged outline may be followed against the sky for more than 200 miles—from Pike's Peak on the south to Laramie Peaks on the north.

Here are some facts about Denver that will interest you:

Its population is 185,000.

Its elevation above sea level is 5,200 feet.

It is the capital of and largest city in Colorado.

It was named after Gen. James W. Denver, first Governor of Kansas Territory, of which Colorado was then a part.

It has 155 miles of street car lines; 155 churches; 73 public school buildings; 11 colleges and academies; a public library containing 75,000 volumes; 4 daily papers; 20 clubs; 23 hospitals and asylums; 5 national banks; 11 parks, one of them covering an area of 330 acres; 7 theatres; 2 summer gardens; innumerable hotels and the finest summer climate of any city in America.

It is the handsomest, the most attractive and the most beautiful city, from an architectural standpoint, in the West.

Denver has more good hotels than any American city of twice its size, and, if you except San Francisco and Los Angeles, a greater number of interesting one-day excursion trips than any other city on the continent.

The quickest and, in many respects, the best way to see Denver is by means of the "Seeing Denver" cars and automobiles which make the circuit of the city frequently each day, during the summer season. These cars leave from the Brown Palace Hotel, and take one not only through the city itself, but through the suburbs. The distance covered is about twenty miles, and the fare is only fifty cents. A competent man accompanies the car and points out objects of interest.

Many of the most interesting localities in Colorado may be visited, and some of the grandest scenery in the world may be viewed in the course of a day's journey from Denver. Several of the one-day excursion trips from Denver are indicated in the following pages: The information as to the hours of departure of trains from Denver should, of course, be verified after arrival in that city.

THE GEORGETOWN "LOOP" —The train, carrying observation cars, leaves Denver over the Clear Creek branch of the Colorado & Southern Railway at



Victor.

about 8.10 a. m., arriving at Silver Plume, fifty-four miles distant, at a little before noon. Returning, arrives Denver about 5.35 p. m. This is one of the most popular one-day trips in Colorado. The scenery is extraordinarily varied. From Silver Plume a most delightful trip may be had to the summit of Mt. McClellan (elevation 14,007 feet) over the Argentine Central Railway. This is the highest line on the continent doing a regular railroad business, and is 340 feet higher than the celebrated Jungfrau Railway of Switzerland. Gray's Peak, whose summit is but a short walk from where the train stops, is 342 feet higher than Pike's Peak. All of the most prominent peaks, including Long's, Evan's, Pike's, and the Mount of the Holy Cross are visible, as well as some in Wyoming—in all 106 mighty giants of the Rockies. At the summit of the Argentine Central Line is located the Perpetual Ice Palace, one of Nature's wonders.

“THE SWITCHBACK.”—Train leaves Denver over the Clear Creek branch of the Colorado & Southern Railway at about 8.10 a. m., arriving at Central City, the terminus of the forty-mile journey, at about 11.00 a. m. Returning, it reaches Denver in time for dinner.

ESTES PARK—A beautiful natural park and mountain resort, northwest of Denver. Visitors leave Denver over the Lyons branch of the Burlington & Missouri River Railroad in the morning, arriving at Lyons (forty-eight miles) before noon, and at the park (by stage, twenty miles) at about 5.30 p. m.

Or take Colorado & Southern train from Denver at about 8.15 a. m. to Loveland, where direct connection is made with stage, covering practically the same distance as other routes mentioned in about the same time. Good fishing, excellent hotel accommodations. A good place to rest for a week, a fortnight, or a month.

“THE SWITZERLAND TRAIL” — Train leaves Denver over the Fort Collins branch of the Colorado & Southern Railway at about 8.00 a. m., arriving at Boulder (thirty miles) at 9.17 a. m. Eldora, the terminus of the Colorado & North-western Railroad, the “Switzerland Trail” is reached at noon, the distance from Boulder being thirty-four miles. Passengers are back in Denver at 6.00 p. m. One of the most satisfactory one-day excursion trips in the State.

PLATTE CANON RESORTS — Train leaves Denver over the Leadville line of the Colorado & Southern Railway at 8.15 a. m., arriving at Grant at 11.46 a. m. The distance is sixty-six miles; the train continues its journey over the mountains to Leadville. Platte Canon is famous for its many pleasant summer resorts and excellent trout fishing. Passengers by the morning train for Grant or intermediate stations can be back in Denver at 5.55 p. m. A very considerable percentage of Colorado’s visitors make a point of spending several days in Platte Canon.

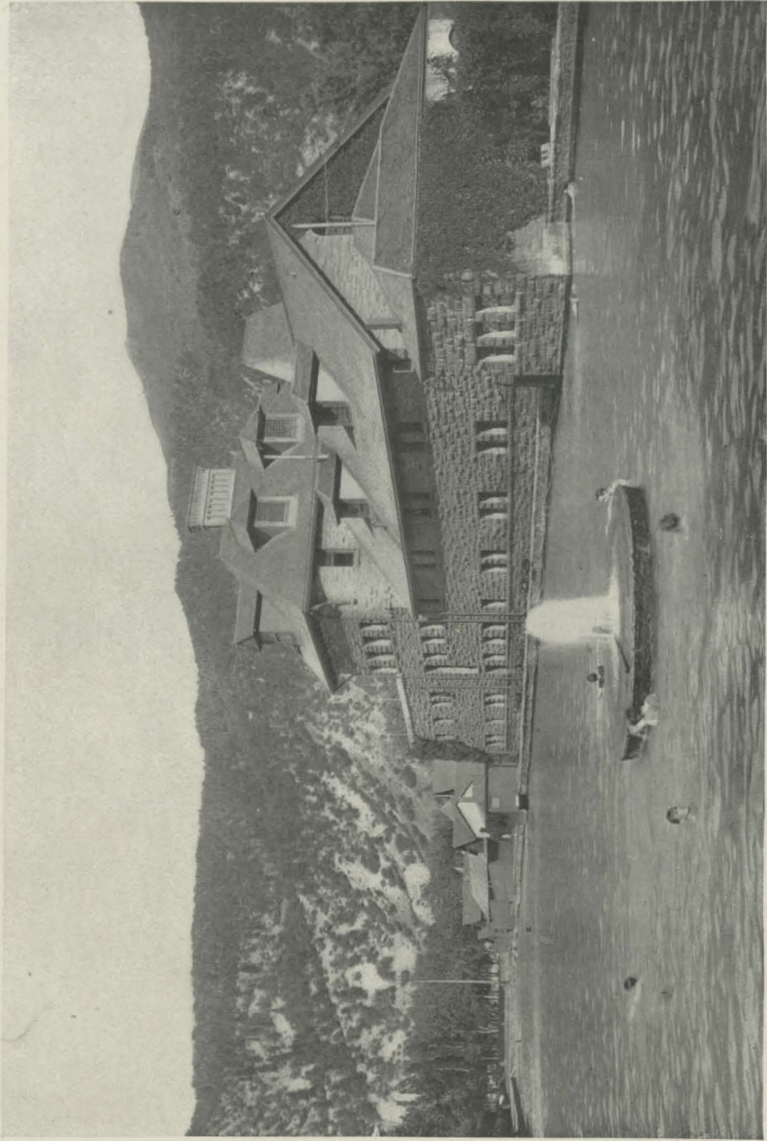
“AROUND THE HORN” — Train leaves Denver over the Fort Collins branch of the Colorado & Southern Railway at 8.15 a. m., and passing through Boulder, Longmont, Loveland, Fort Collins, and other prosperous towns in the most flourishing agricultural section in Northern Colorado, reaches Greeley, the home of the “Greeley potato,” and the terminus of the outward journey of ninety-nine miles, at 12.30 p. m. After a stop for dinner, passengers are returned to Denver, reaching that city at 5.10 p. m. An exceedingly interesting trip for the reason that it gives visitors an opportunity of seeing something of the agricultural wealth of Colorado.

BOULDER — The seat of the Colorado State University and meeting place of the Colorado Chautauqua, as well as the center of the northern oil fields of Colorado. Golden (seat of the State School of Mines and location of the State Industrial School), Morrison (location of the State Industrial School for Girls) and Fort Collins (seat of the Colorado State Agricultural College), are all within an hour or two’s ride of Denver, over branches of the Colorado & Southern Railway. Boulder and Golden are also reached via the





Bridal Veil Falls, North Cheyenne Cañon, Colorado Springs.



Bathing pool and bath house, Glenwood Springs.

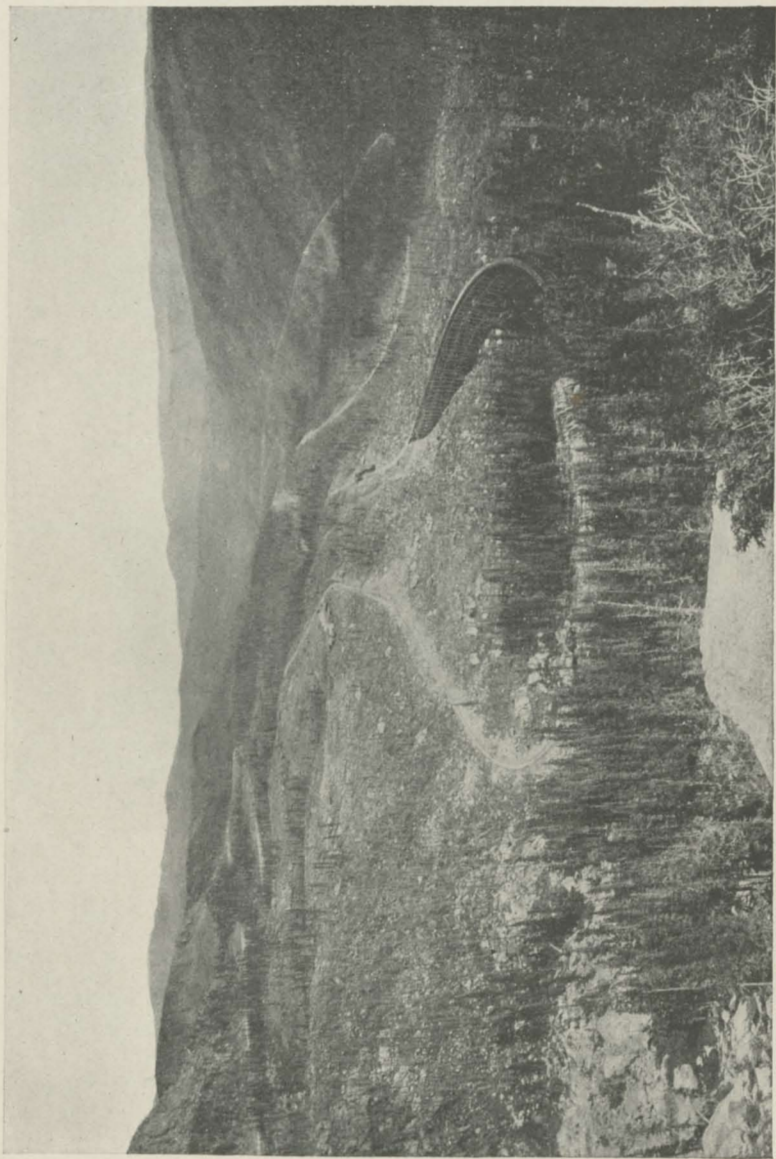
Union Pacific and the Denver, Lakewood & Golden (trolley) railroads respectively.

The Denver, Northwestern & Pacific, a projected transcontinental line and locally known as "The Moffat Road," runs to the crest of the Continental Divide, reaching an elevation of 11,660 feet, amid perpetual snow. This trip takes the tourist to the midst of snow banks during the hottest days of summer in a little more than three hours' ride. Tolland is an intermediate station 47 miles from Denver, where the green sward of Boulder Park affords a pleasant picnic ground for those who wish to combine this pastime with a scenic excursion. Arrow is another station, 77 miles from Denver, and the famous medicinal Sulphur Springs are reached by this line and are 110 miles from Denver.

It is, perhaps, hardly necessary to say that the expense of the foregoing trips is merely nominal, the item of railroad fare in few instances exceeding \$2.00 for the round trip.



Grand Lake, on the Moffat Road.



The Great Horse-shoe, near Hagerman Pass, Colorado Midland Railway.

C H A P T E R N I N E

LITTLE JOURNEYS THROUGH THE MOUNTAINS—OVER HAGERMAN PASS, THROUGH THE ROYAL GORGE, 'ROUND THE CIRCLE AND TO GLENWOOD SPRINGS.

Denver, Colorado Springs and Manitou are in Colorado, but they are not the only places in the State which the visitor should see. They are not *in* the mountains. As a matter of fact, they are only the gateways to the land that lies beyond.

Among the many points of special interest in the interior are:

BUENA VISTA—From Colorado Midland line, overlooking the town and the broad valley of the Arkansas, with the Collegiate Range; Mt. Princeton, 14,190 feet; Mt. Yale, 14,187 feet; Mt. Harvard, 14,375 feet, bounding the farther horizon.

Forty-six miles beyond, the railway crosses the mountains over Hagerman Pass through the famous Busk Tunnel. The scene both on the ascent and descent of the mountain is one of panoramic grandeur and the line at this point is a marvel of engineering skill.

Colorado Midland trains for Buena Vista, Leadville, Glenwood Springs, and the numberless camping, fishing and hunting resorts intermediate, leave Denver at 9.30 a. m. and 9.00 p. m., passing through Colorado Springs, Manitou, Ute Pass and the famous South Park region around Leadville, Hell Gate, and through Red Rock Canon.

THE ROYAL GORGE—On the Denver & Rio Grande Railroad, being a stupendous cleft in the Front Range of the Rockies, through which rushes the turbulent Arkansas River. This climax of all the grandeur of the Grand Canon of the Arkansas lies midway in this wonderful chasm. The best view can be obtained from the famous hanging bridge where the walls of the canon rise to a height of 2,600 feet above the track.

Denver & Rio Grande trains for the Royal Gorge leave Denver at 8.30 and 9.30 a. m., passing through Colorado Springs, Pueblo, Florence, Canon City and other interesting places. They arrive at Parkdale station at the west end of "the Gorge," in ample time for the visitor to board an east-bound train, which is due in Denver at 9.45 p. m., same day.

SALIDA, division point for four branches of the Denver & Rio Grande Railroad; Buena Vista; LEADVILLE, the largest and most famous silver-mining camp in the world; TENNESSEE PASS, one of the highest railway passes in Colorado; the Canon of the Grand River; GLENWOOD SPRINGS, the principal watering place of the State; GRAND JUNCTION, at the junction of the Grand and Gunnison rivers, and many other points of interest in Western Colorado, are all on the main line of the Denver & Rio Grande Railroad to Salt Lake City. Nearly all the localities that have been named are also reached by the Colorado Midland Railway, while Colorado & Southern trains reach Leadville, over passes of stupendous height, and through many prosperous mining camps in less than half a day's run from Denver. A branch of the Colorado & Southern extends to Gunnison, through Alpine Tunnel, which is at the summit of the highest railway pass on the continent.

"ROUND THE CIRCLE"—A thousand miles through the heart of the Rockies. A four-days' tour over the Denver & Rio Grande and Rio Grande Southern Railways and their connections. The journey is made by way of Pueblo, thence south to Cuchara Junction; then west, over La Veta Pass to Alamosa, in the San Luis Valley; thence south, by the narrow gauge to Antonito, the junction point of a branch line to Santa Fe, New Mexico; thence west, the railroad continually crossing and recrossing the border between Colorado and New Mexico, through Toltec Gorge and other interesting localities to Durango. From Durango there are two routes northward to Ridgway—one via the Rio Grande Southern Railroad through Mancos (from which point the ruins of the Cliff Dwellings are reached), around the great Ophir Loop and through Telluride and other noted mining camps; the other via the Denver & Rio Grande through the beautiful Animas Canon to Silverton, thence via the Silverton Railroad to Red Mountain, and thence over the famous stage line to Ouray, from which point the Denver & Rio Grande is resumed to Ridgway. From Ridgway the two "Circle" trips are alike, being northward to Montrose and thence eastward through the Black Canon of the Gunnison and past the famous Curecanti Needle. After leaving the town of Gunnison, the road traverses the Tomichi Valley and climbs the western



Picking Colorado Wild Flowers.

slope of the Saguache range of mountains, over Marshall Pass. Descending the eastern slope of the range, the train soon reaches Salida, where a standard gauge train from Leadville is boarded and the journey to Denver through the Arkansas Valley and the Royal Gorge is completed.

GLENWOOD SPRINGS is worthy of a chapter all by itself, and the only reason it does not get it is that lack of space forbids.

In the estimation of a great many people, it is the most attractive resort in Colorado. On the main lines of the Colorado Midland and the Denver & Rio Grande railroads, about three hundred miles west of Denver, it is reached by a twelve hours' ride from that city. You can leave Denver or Colorado Springs in the morning and be in Glenwood that evening; or, if you prefer, you can take the night train, arriving at Glenwood next morning.

The location is unrivaled—in the very heart of the Rockies. The principal hotel, the "Colorado" has no superior between Denver and the Pacific Coast. Hot weather is unknown; the climate is delightful and some of the best hunting and fishing in the Rocky Mountain region is to be found in

the vicinity. Bear, deer and grouse are numerous. The lover of outdoor sport is never at a loss for something to do, for at Glenwood the facilities for lawn tennis, golf, riding, driving and polo are as good as the best.

Glenwood's greatest attraction, however, is its swimming pool, 600 feet long by 110 feet wide, and filled with water of a temperature of about 90°. The pool is in use the year 'round. In cold weather, the vapor from the water rises and protects the head. Warm covered passages lead from the bath houses to the pool, making it possible to enter the water without exposure to the cold air. As novel a sight as one would wish to see is a group of bathers enjoying themselves in the pool at Glenwood, *bathing in the open air during a snow storm* — and with entire safety.

In its vapor cave baths, Glenwood Springs has another unique attraction. The caves are practically as Nature left them and are heated by springs coming out of the rocks. The temperature is about 112°. The bath house adjoining the caves is equipped with showers, douches, shampoo slabs and other necessary appliances.

A vapor bath of five or ten minutes' duration is sufficient to create an



All from the same town in Kansas.



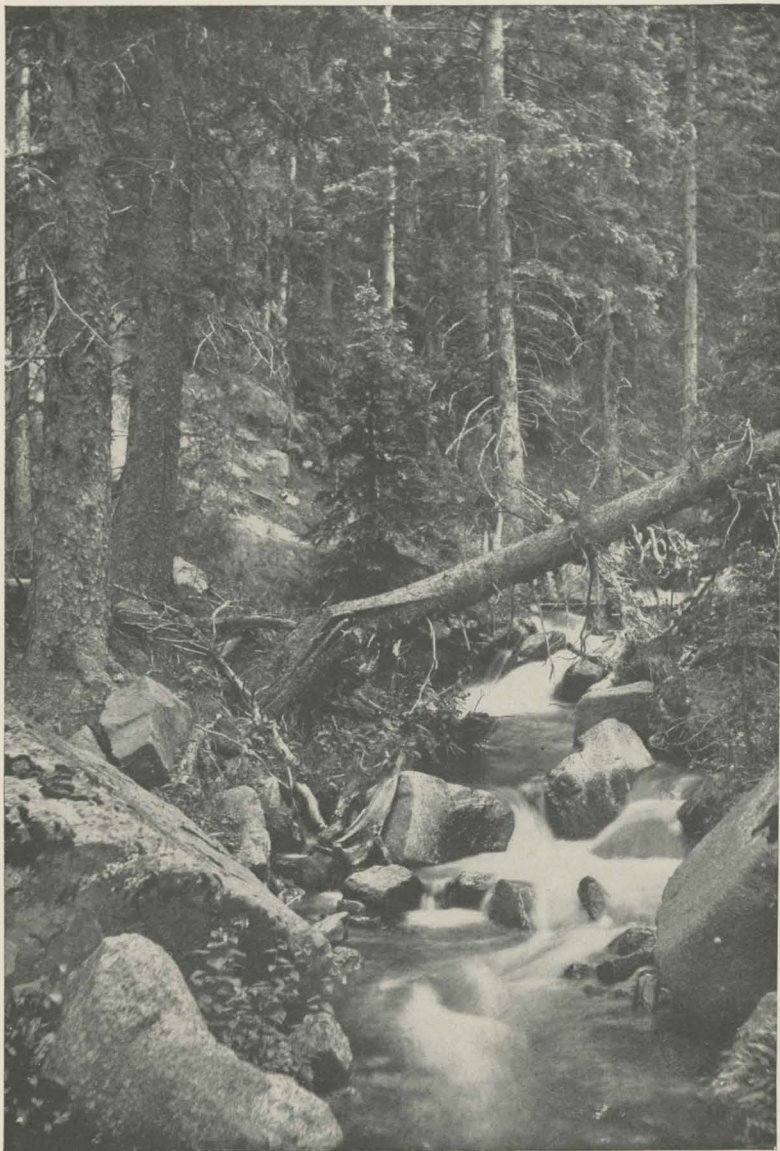
Colorado Springs Hunt Club.

intense cutaneous reaction. Perspiration follows, even if one rests in a moderate temperature and is covered lightly. This, however, can be checked by applying cooling douches and showers.

The "Colorado" hotel at Glenwood is not a sanitarium; and yet it is probably true, that one is much more likely to be benefited by a stay of two or three weeks there than if one spent the same length of time at a sanitarium. The hotel has its own physician and, if one wishes, one can regulate one's habits and diet in such a way as to materially add to the benefits which the climate is responsible for. The hotel usually opens for the summer season early in April.

The Fairy Caves, 1,400 feet above Glenwood and directly behind the hotel, are of more than ordinary interest. They run for a distance of 600 feet into the mountain and are very handsome. They are grotesque chambers, with stalactites hanging from the ceilings and lighted by electric lights. The caves are easily reached by carriage, by riding, or on foot.

The Taylor State Road, running for fifteen miles from Glenwood Hot Springs to Dotsero, through the famous Glenwood Canon of the Grand River, has recently been completed and affords a most beautiful drive and view of wild mountain scenery. No Name and Grizzly creeks empty into the Grand River two miles and five miles respectively from Glenwood. Shoshone Falls is eight miles distant. Here Dead Horse Gulch is situated. A trail runs up this Gulch one and one-half miles to the wonderful Hanging Lake on the side of the canon, 1,200 feet above the Grand River.



"Solitude"—a Colorado forest scene.



The Arapahoe Glacier, a scene on the Switzerland Trail of America.

C H A P T E R T E N

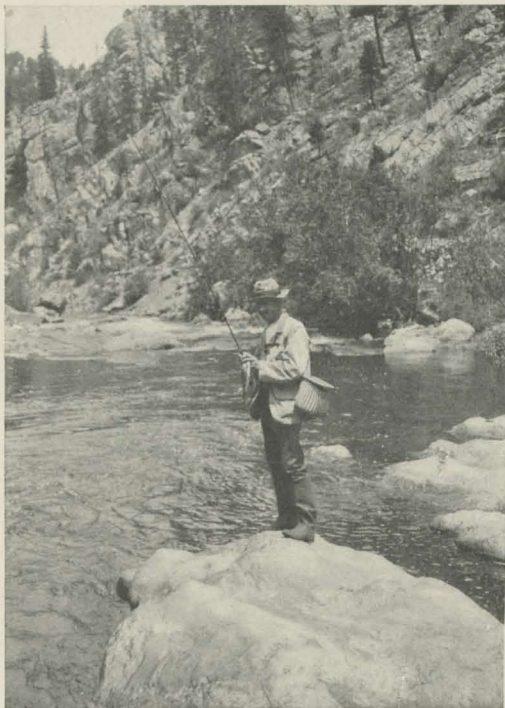
THIS CHAPTER SHOWS THAT THE AGRICULTURAL WEALTH OF COLORADO
EXCEEDS THE VALUE OF THE OUTPUT OF ITS MINES—A FACT
THAT WILL SURPRISE A GOOD MANY PEOPLE.

One of Colorado's recognized authorities on agriculture recently wrote: "Quite contrary to the general impression, the agricultural interests of Colorado already surpass its mining interests. The inevitable further development which natural conditions will warrant must sooner or later make that industry more important than all the other interests of the State, great as their future may be.

"About two million of acres are already under cultivation. If all the waters of the streams of Colorado were conserved and skillfully applied, I believe that ten millions of acres could be provided for—nearly ten per cent of the total area of the State. An outlay of fifty millions of dollars will accomplish this result. Such an expenditure will be justified when agricultural land values generally in the State have reached the present plane of such districts as Greeley and Fort Collins in the northern part of the State, Rocky

Ford in the Arkansas Valley in the southern portion, and Palisade and Grand Junction in the Grand River Valley in the western section of Colorado. If only five million acres were so developed they would sustain an agricultural population of nearly a million and a half, and an auxiliary urban population of half a million more.

“Until within the past half decade the agricultural products were such as are commonly produced in the humid sections of the East. But the introduction of fruit growing, melons, vegetables, Greeley potatoes, etc., has resulted in the adoption of the ‘intensive system’ of agriculture by which a family is as securely maintained by the product of a ten-acre farm as formerly on an eighty-acre tract, producing wheat, corn, hay, etc. This latest system of farming requires the use of water for irrigation in the later summer months and consequently, as the flood season does not usually extend much beyond the first of June, storage of such surplus waters is necessary and



Landed!

can then be employed for the late crops. The storage systems projected within the past year for the purpose of so augmenting the canal systems already built will employ fully ten millions of dollars and result in increasing the agricultural production of the State fourfold. Tens of thousands of farms now under irrigation, but farmed in the old way, will be subdivided and made to furnish homes for a million more people when these improvements are accomplished.

“Colorado has a statute which provides that the land owners

desiring to supply their lands with an irrigation system or desiring to purchase an improved and existing system, or proposing to construct storage, may organize themselves into a quasi municipality, analogous to the school district, and vote bonds which are a lien on all the land benefited, and with the proceeds construct the same. These bonds bear a low rate of interest, extend over a long time and enable the people to improve and develop their lands without any appreciable burden because of the outlay to secure water. It is through the instrumentality of this law that the further great agricultural development of the State will be accomplished."

Official figures count. Here are a few:

The average yield of bushels of wheat per acre: Colorado, 23; North and South Dakota, 22; Iowa, 20; Kansas, 17, Illinois, 16½; Nebraska, 15; Indiana, 14; Ohio, 12; Missouri, 8.

The average yield of oats per acre in Colorado is 45 bushels, which is higher than in any other State except the Dakotas; of barley, 28 bushels, which is higher than any other State except Kentucky.



Camp life.

In the Arkansas Valley, 60 to 85 bushels of corn per acre are raised, but the average for the whole State does not exceed 30 bushels.

As to potatoes, the average yield per acre is from 200 to 400 bushels on irrigated land, and about 180 bushels in non-irrigated districts; in Maine it is 94; in Pennsylvania, 73; in New York, 80; in Wisconsin, 83; in Minnesota, 92; in California, 86, and in Kansas, 66.

Alfalfa yields an average of about six tons per acre per annum. Red clover, timothy, orchard grass and red-top grass are successfully and extensively grown. Hops, hemp, flax, tobacco, sugar beet, rutabagas, mangoldwurzels, etc., do well.

While the acreage has been extended, and the volume of production increased, the fall in prices has more than offset the increase, but a conservative estimate of the value of Colorado's farm products for 1903 is in excess of \$46,000,000, rivaling in value the aggregate output of the mines.

The mineral output cannot be passed over lightly. The value of Colorado's yield of gold, silver, lead and copper in 1903 was \$42,039,856. Had the estimate been based on the coinage value of \$1.29 an ounce for silver, the total value of the output of the four metals would have been considerably greater. The increasing interest in gold properties was manifested by the very heavy sale of mining machinery and the erection of mills for the treatment of gold ore. The amount of silver produced in 1903 was about \$10,389,252. The value of the gold product was about \$26,161,575. Cripple Creek maintained her output, as did Leadville. Gilpin and Clear Creek counties, for 40 years the sturdiest producers, increased their output. The Gunnison "Gold Belt," only a few years old, is known to be 65 miles long, with an average width of 12 miles. It has developed in the last year such wonderful camps as Bowerman, Sherman and Ideal.

The gold-producing districts of Teller, Gilpin, Summit, Lake, Park, Custer, Ouray, San Miguel, Dolores, Rio Grande and other counties are steadily increasing their output, as are the old-new camps, such as Horeshoe, Empire, Dumont, Granite, Fulford Creek and scores of others.

Such industries as coal, clay, petroleum, stone, zinc, sugar beets, fruit culture, general manufactures and iron are attracting the attention of the world.

Mountain Peaks and Passes with their Elevations Above Sea Level.

FEET.	FEET.		
Sierra Blanca	14,483	Horseshoe Mountain	13,909
Mount Massive	14,424	Mount Blane	13,905
Uncompahgre Peak	14,419	Pyramid Mountain	13,885
Gray's Peak	14,411	Mount Frustrune	13,883
Mount Harvard	14,375	Silver Heels Mountain	13,835
Mount Rosalie	14,340	Mount Haynes	13,832
Mount Sneffles	14,330	Mount Hamilton	13,800
Mount Torrey	14,336	Mount Arkansas	13,796
Mount Elbert	14,323	Mount Jo	13,755
Mount Evans (1)	14,321	Mount Rowter	13,750
Mount Wilson	14,309	Mount Sheridan	13,750
La Plata Mountain	14,302	Mount Ptarmigan	13,738
Mount Lincoln	14,297	Mount Gibson	13,729
Long's Peak	14,271	Spanish Peak	13,718—12,720
Quandary Peak	14,269	Mount Evans (2)	13,650
Mount Antero	14,245	Mount Grayback	13,615
James' Peak	14,242	Trinchera Mountains	13,611
Mount Shavano	14,239	Mount Silesia	13,600
Mount Crestones	14,233	Mount Guyot	13,565
Mount Princeton	14,199	Mount King Solomon	13,550
Mount Yale	14,187	Mount Kendall	13,542
Mount Boss	14,185	Mount Arapahoe	13,520
Mount of the Holy Cross	14,176	Mount Dunn	13,502
Baldy Mountain	14,176	Mount Dolores	13,502
Mount Lizard Head	14,160	Sultan Mountain	13,501
Mount Handie	14,149	Mount Hunchback	13,357
Pike's Peak	14,147	Mount White Rock	13,357
Goats Mountain	14,132	Mount Buffalo	13,328
Castle Mountain	14,115	Mount Homestead	13,073
San Luis Mountain	14,100	Mosquito Pass	13,700
Mount Red Cloud	14,092	Alpine Pass	13,550
Mount Culeha	14,079	Cottonwood Pass	13,500
The Wetterhorn	14,069	Argentine Pass	13,100
Mount Simpson	14,065	Tarryall Pass	12,176
Mount Ouray	14,055	Rollins Pass	11,660
Mount R. G. Pyramid	14,055	Hagerman Pass	11,500
Mount Æolus	14,054	Fremont Pass	11,540
Needle Mountain	14,051	Berthoud Pass	11,349
Mount Humboldt	14,041	Ute Pass	11,200
Mount Stewart	14,032	Bellevue Pass	11,000
Mount Maroon	14,008	Marshall Pass	10,852
Mount Sherman	14,008	Hayden Pass	10,780
Mount Cameron	14,000	Tennessee Pass	10,418
Mount Capitol	13,997	Chochetopa Pass	10,032
Snowmass Mountain	13,978	Breckenridge Pass	9,490
Mount Buckskin	13,961	Veta Pass	9,392
Mount Grizzly	13,956	Trout Creek Pass	9,346
Pigeon Mountain	13,928	Poncha Pass	8,945

Seventy-two peaks between 13,500 and 14,300 feet in height are
unnamed, and not in this list.

Elevation of Lakes.

NAME.	FEET.	NAME.	FEET.
Twin Lakes	9,347	Evergreen Lakes.....	10,500
Grand Lakes	8,153	Seven Lakes.....	11,806
Green Lakes.....	10,000	Palmer Lake	7,249
Lower Chicago Lake	11,600	Cottonwood Lake	7,790
Middle Chicago Lake.....	11,900	Trout Lake.....	9,803
Upper Chicago Lake	13,000	Loch Ivanhoe	10,204

Population and Elevation of Various Towns in Colorado. Census 1900.

PLACE.	POP.	FEET.	PLACE.	POP.	FEET.
Alamosa, Colo	1,141	7,546	Grand Junction, Colo	3,503	4,583
Antonito, Colo	357	7,888	Gunnison, Colo	1,200	7,680
Aspen, Colo.....	3,303	7,775	Glenwood Springs, Colo	1,350	5,200
Black Hawk, Colo	1,200	8,032	Georgetown, Colo... ..	1,418	8,476
Boulder, Colo... ..	6,150	5,335	Greeley, Colo	3,023	4,637
Breckenridge, Colo	976	9,524	Idaho Springs, Colo.....	2,502	7,543
Buena Vista, Colo	1,006	7,970	Las Animas, Colo.....	1,192	4,050
Canon City, Colo	4,773	5,344	Leadville, Colo	12,455	10,025
Colorado Springs, Colo	21,085	5,992	Longmont, Colo	2,201	4,935
Colorado City, Colo	2,514	6,085	Manitou, Colo	1,303	6,324
Corona, Colo.....	200	11,660	Ouray, Colo.....	2,196	7,640
Creede, Colo.....	938	9,000	Palmer Lake, Colo.....	166	7,238
Central City, Colo.....	3,114	8,503	Pueblo, Colo.....	65,000*	4,660
Cripple Creek, Colo.....	10,147	9,396	Silverton, Colo.....	1,380	9,224
Del Norte, Colo.....	705	7,880	Salida, Colo.....	3,722	7,050
Denver, Colo.....	185,000*	5,190	Silver Plume, Colo.....	775	9,176
Durango, Colo.....	3,317	6,520	Telluride, Colo.....	2,446	8,756
Estes Park, Colo.....	50	7,500	Trinidad, Colo.....	5,345	6,000
Ft. Collins, Colo.....	3,054	4,975	Victor, Colo.....	6,160	9,734
Florence, Colo.....	3,728	5,197	Wagon Wheel Gap, Colo	100	8,848
Granite, Colo.....	250	8,945			

*1905 figures.



Automobile Club, Colorado Springs.

Colorado Hotels and Boarding Houses

TOWN	POST OFFICE	EL	NAME OF HOTEL	PROPRIETOR	No. of Guests	Distance from Station	RATES	
							Week	Month
Baileys	Baileys	7714	Kiowa Lodge	C. & S. Ry.	50	200y	\$15.00	Special
"	"	"	Escanaba	W. W. Hooper	20	500y	8 up	"
"	"	"	Fairview	H. F. Nahrung	30	3/4m	9 up	"
"	"	"	Morrow House	Mrs. W. A. Morr'w	35	25y	10 up	"
Boulder	Boulder	5335	Colo. Sanitarium	Dr. H. F. Rand.	100	11m	8 to 19	\$32 to 75
"	"	"	German House	Mrs. Emma Kitlo	35	5bl	5 to 10	"
"	"	"	The Bowen	J. T. Todd	100	2bl	10 up	"
"	"	"	St. Julian Hotel	Mrs. M. O. Hartzel	35	2bl	6 to 10	30
Buena Vista	Buena Vista	7967	Princeton	Thos. R. Bay.	75	1bl	6 to 10	"
"	"	"	Lake House	Mrs. S. E. Mathias	60	4bl	10 up	"
"	"	"	American House	Mrs. Wm. Duane	10	3bl	"	"
"	"	"	Cottonwood Spgs.	Mrs. Holloway	50	6m	10 up	"
Buffalo Park	Buffalo	6610	Riverview	G. W. Coatney	50	3/2m	9 up	On appl.
"	"	6610	Buffalo	Dr. C. H. Blank	30	1bl	2.00 per	day
Cassell's	Cassell's	8475	Cassell's	D. N. Cassell	100	100y	10 up	"
Chase	Chase	8430	Lakeview Lodge	A. R. Elder	20	10f	9 up	"
Canon City	Canon City	3775	Strathmore	J. A. Alder	100	5bl	Special	Special
"	"	"	St. James Hotel	Jos. Walton	25	5bl	7	30
"	"	"	St. Cloud	Bunton & Gannett	3bl	"	On appl	lication
"	"	"	Hot Spgs. Hotel	Geo. Prentiss	50	1m	12 up	"
Cascade Canon	Cascade	7421	Cascade House	A. L. Tweed	75	200y	9 up	"
"	"	"	Ramona	D. N. Heizer	123	300y	Special	"
"	"	"	East Holme	"	40	300y	12 up	"
Cebolla Hot Sp.	Powderhorn	7354	Sportsmen's Hotel	J. J. Carpenter	40	50y	9.50	"
Creede	Amethyst	8852	Zang's Hotel	J. F. Walsh	60	1bl	10	"
"	"	"	Cliff House	Mrs. McBrayer	20	2bl	10	"
"	"	"	Antlers Pk. Hotel	Charles Heinz	20	7m	14 up	"
Cliff	Cliff	6952	Cliff House	Mrs. King	35	20f	8 to 10	"
"	"	"	Idlehour	J. M. Wallick	35	3m	10	"
Colorado Spgs.	Colorado Spgs.	5992	Antlers	W. S. Dunning	450	1 1/2 bl	E. 1.50 p	er day up
"	"	"	Alta Vista	H. H. Stevens	175	2bl	E. 1 p	er day up
"	"	"	Elk Hotel	Ward & Conway	150	2 1/2 bl	10 up	"
"	"	"	Depot Hotel	Owen Buchanan	50	100y	12.50-14	5 to 60
"	"	"	New Alamo	Geo. S. Elstun	350	4bl	E. 7 up	"
"	"	"	Gough Hotel	Thomas Gough	300	3bl	E. 75c p	er day up
"	"	"	The Joyce	E. R. Joyce	100	3bl	E. 1.00 p	er day up
"	"	"	Park	W. G. Dean	100	100y	1.25 per	day up
"	"	"	Plaza	W. W. Atkinson	225	10bl	2.50 per	day up
"	"	"	Savoy	"	"	"	Eur.	On appl.
"	"	"	Spaulding	J. A. Himebaugh	200	4bl	7 up	"
DeBeque	DeBeque	4945	Grand Valley	"	"	"	"	"
"	"	"	Hotel	W. G. Moore	1/2 bl	"	5 to 10	25
"	"	4945	Hotel Delano	"	17m	"	7 to 10	On appl.
"	"	"	Glen Beulah Park	Geo. F. Newton	20	17m	14 on a	ppl.
Denver	Denver	5200	Adams	A. J. Adams	225	11bl	Am. & Eur.	On appl.
"	"	"	Albany	Wm. Maher & S. F. Dutton	400	9bl	17.50 up	On appl.
"	"	"	Albert	F. A. Oppenheim	150	11bl	7 up	"
"	"	"	American	J. Forster	250	3bl	12 up	"
"	"	"	Belvedere	Mrs. L. E. Woodard	150	13bl	On appl	lication
"	"	"	Brown Palace	N. M. Tabor	600	13bl	Eur.	On appl.
"	"	"	Savoy	Alexander & Owen	300	13bl	Am. & Eur.	On appl.
"	"	"	Columbia	J. B. Laughlin	125	3bl	10.50 up	"
"	"	"	Drexel	J. H. Matty	135	12bl	E. 75c	day up
"	"	"	Elks	S. E. Avery	125	3bl	On appl	lication
"	"	"	Graymont	J. Latimer	100	11bl	E. 1 pr	day up
"	"	"	Metropole	Otto Kappler	350	13bl	Am. & Eur.	On appl
"	"	"	Markham	Hughes & Nolan	250	5bl	3.50 up	"
"	"	"	New St. James	H. H. Hake	300	7bl	On appl	lication
"	"	"	Oxford	C. H. Morse	400	1bl	7 up	"
"	"	"	Plymouth	Mrs. J. B. Edwards	125	15bl	E. 1 pr	day up
"	"	"	Shirley	E. R. Cooper	300	14bl	On appl	lication
"	"	"	Shirley Annex	E. R. Cooper	200	"	Amer. and	European
"	"	"	St. Elmo	Frank O'Neill	80	3bl	5 up	"
"	"	"	Windsor	D. K. Torrey	400	5bl	7 up	"

COLORADO HOTELS AND BOARDING HOUSES—Continued

TOWN	POST OFFICE	EL	NAME OF HOTEL	PROPRIETOR	No. of Guests	Distance from Station	RATES	
							Week	Month
Denver	Denver		Arno	Miss M. Welch	50	16bl	\$12	\$50
"	"		Belvoir	Mrs. E. Lillyblade	50	22bl	8 to 12	40
"	"		Plaza	J. B. Laughlin	10bl	10.50		
"	"		Bonnacord	Prof. Cedon	30	21bl		
"	"		Elmore	A. E. Pierce	60	11bl	8 to 10	25 to 40
"	"		Grant	S. A. Brownell	50	17bl	8	35
"	"		Holland	C. B. Jackson	40	18bl	7	30
"	"		Melrose	J. A. Whitney	30	15bl	12.50	50 to 60
"	"		Valliejo	J. E. Birkenmaier	60	18bl	12.50	60
Dillon	Dillon	8885	Oro Grande Hotel	Mrs. S. J. Crawford	20	14m	10.50	42
"	"		Hamilton House	Thos. Hamilton	25	14m	12	48
"	"		Warren House	C. C. Warren	15	14m	10.50	42
"	"		Grande Hotel	A. Kremmling	15	14m	12	42
Estes Park	Estes Park	7500	Estes Park Hotel		100	20m	12 to 20	On appl.
"	"		Elkhorn Lodge	Mrs. W. E. James & Sons	140	22m	10 to 17	"
"	"	9000	Long's Peak Inn	Enos A. Mills	40	29m	10 to 18	"
"	Moraine	8000	"Steads"	J. D. Stead	125	27m	8 to 15	"
"	"		Wind River Lodge	Guy La Coste	75	27m	10-17.50	"
"	"		Lake View		40	20m	8 to 12	"
"	"		The Rustic	Rustic Hotel Co.	100	25m	12 to 20	"
"	"		Highland's Hotel	H. D. Perdue	60	24m	8 to 14	"
Evergreen (n r)	Morrison	7200	Hine's Hotel	J. J. Hines	10	9m	8 to 10	"
"	Evergreen		Troutdale Hotel	Troutdale Hotel	100	11m	15 to 20	"
"	"		Babcock Hotel	J. D. Babcock	25	11m	10	"
"	"		Artist's View	J. Murphy	25	11m	8 to 10	28 up
Fort Collins	Elkhorn	11300	Rustic	A. Y. Gordon	50	48m	6 to 10	25 to 30
"	Fort Collins	4972	Tedmon House	H. M. Sholine	50	3bl	5 up	"
"	"		Linden House	Jas. Davidson	50	2bl	2 per	day
"	"		The Northern	H. L. Daly	85	1bl	2.50 per	day up
"	"		Poudre Valley Htl	L. P. Wasson	30	3bl	6 to 10	25 to 35
"	"		Larimer House	F. Gowder	20	1bl	6 to 10	25 to 35
"	Livermore		Livermore House	C. W. Ramer	40	25m	7 to 10	On appl.
Grand Lake	Grand Lake	8400	Hotel Bellevue	P. H. Smith	50	14m	12 to 15	"
"	"		Rustic Hotel	C. Young	35	14m	10	"
"	"		Kauffman House	Mrs. L. J. Adams	30	14m	10	"
"	"		Throckmorton					
"	"		Villa	Mrs. E. J. Throckmorton	25	58m	10	"
"	"		Grand Lake House		35	58m	10	"
Georgetown	Georgetown	8500	Ennis House	Mrs. C. Ennis	40	1/2 m	7	"
"	"		Barton	G. W. Shelton	100		2 per	day
"	"		Hotel de Paris	Mrs. J. H. Burkholder	50	1/2 m	2.50 per	day
"	"		Elliot House	Mrs. M. Neece	40	1/2 m	7	On appl.
"	"		Hotel Dewey	E. E. Grubb	25	1/2 m	7	"
"	"		Layden's	P. H. Layden	25		10	"
Greeley	Greeley	4637	Oasis Hotel		100	3bl	2.50 per	day
"	"		Union Hotel		50		1.25 per	day
Green Mt. Falls	Green	7734	Falls Hotel	J. W. Robertson	100	2bl	12 to 15	On appl.
"	"		Lake View Ter.	Bela. M. Jewett	50	2bl	10 to 18	"
Glenisle	Baileys	7826	Glenisle Inn	B. T. Mack	75	1bl	2.50 per	day
Glenwood Spgs	Glenwood Spgs.	5758	Hotel Colorado	E. E. Lucas	500	town	24.50 up	On appl.
"	"		Hotel Glenwood	W. R. Lee	150		10 up	"
"	"		Private House	George Dewey	5		7 up	"
"	"		Private House	Mrs. A. Caldwell	10		6 up	"
"	"		Kendrick Cottag's	Kendrick & Son	50		On appl.	"
"	"		Grand Hotel	W. R. Lee	100		E. 1 up	"
"	"		Main's Cottages	Nelson Main	75		On appl.	"
"	"		Deep Lake Lodge	S. Monk	50	20m	2 pr day	Special
"	"		Trapper's Lake Lodge	J. Borah	50	40m	Special	"
Gunnison	Gunnison	7685	La Veta Hotel	R. B. Lewis	200	soft	15 up	60 up
"	"		Jointed Rod					
"	Almont		Resort	A. L. Wilson	10	6m	1.50 pr d'y	Special
"	"		The Marston	Vernon Davis	100	11m	10	40
Idaho Springs	Idaho Springs	7543	Club Hotel		75	3bl	2.50 pr d'y	Special
"	"		Beebee Hotel	F. S. O'Neil	75	3bl	2.50 pr d'y	"

COLORADO HOTELS AND BOARDING HOUSES—Continued

TOWN	POST OFFICE	EL.	NAME OF HOTEL	PROPRIETOR	No. of Guests	Distance from Station	RATES	
							Week	Month
Idaho Springs..	Idaho Springs.	7543	Portland Hotel ..	J. J. Hoban.....	40	½ bl	2.50 pr'd'y	Special
Iola.....	Iola.....	7434	Iola Hotel	C. A. Green.....	25	50y	2 up	"
Larkspur.....	Larkspur.....	6659	Noe Hotel	J. R. Noe.....	2m	7	"	"
".....	".....	"	Nanichant Inn....	C. H. Underwood	75	4m	12 up	\$45
".....	".....	"	Dakan Ranch....	Mrs. Dakan.....	8	9m	7 up	28
Leadville.....	Leadville.....	10025	Vendome Hotel....	C. C. Cooper.....	200	5bl	3 per day	"
".....	".....	"	Cadillac House..	A. Larson.....	30	8bl	1	per day
".....	".....	"	Paxton House....	Mrs. Mary Paxton	30	8bl	1	"
".....	".....	"	Delaware Hotel..	J. W. Callaway..	47	5bl	E. 75c. p	er day up
".....	".....	"	Ives Hotel	J. W. Ives.....	30	8bl	8.50 up	"
Littleton.....	Littleton.....	5372	Commercial Hotel	H. G. Smith.....	25	1bl	8	"
".....	".....	"	Littleton Hotel..	A. M. Abbott....	25	6bl	1 pr day	"
".....	".....	"	Cottage Grove Htl	C. A. Callahan..	25	6bl	8	"
".....	".....	"	Glen Plym.....	John Williamson	12	7m	7	"
Longmont.....	Longmont.....	4935	Imperial Hotel ..	C. E. Lester.....	100	2bl	10 to 14	Special
".....	".....	"	Silver State Hotel	R. S. Wells.....	50	2bl	5	"
".....	".....	"	Silver Moon Hotel	T. J. Barker.....	50	2bl	1 pr day	"
".....	".....	"	Germania Hotel..	L. A. Lane.....	50	3bl	5 up	"
Lyons.....	Lyons.....	5300	Welch's Resort...	W. A. Welch.....	125	5m	12.50 up	On appl.
".....	".....	"	Elkhorn Ranch..	A. C. Fisher.....	13	5m	Cor'ges	"
".....	".....	"	Billings' Ranch..	Mrs. H.C. Billings	25	6m	10	On appl.
".....	Allen's Park..	"	Copeland's Ranch	J. B. Copeland..	25	20m	10	"
".....	Lyons.....	"	Steamboat Villa..	James Lowe.....	30	1½ m	8	"
".....	".....	"	Thorncroft.....	E. R. Thorne....	25	3m	8	"
".....	".....	"	Lyons House....	Mrs. A. Halliday	25	3bl	"	"
".....	".....	"	St. Vrain Hotel..	W. P. Flanders..	20	3bl	"	"
Manitou.....	Manitou.....	6318	Cliff House.....	E. E. Nichols....	350	500y	15 up	On appl.
".....	".....	"	Navajo.....	C. A. Pollen....	225	500y	15 up	"
".....	".....	"	Mansions.....	E. S. Boswell..	250	250y	15 up	"
".....	".....	"	Grand View Hotel	William Paulson.	175	500y	12 up	"
".....	".....	"	Ruxton Hotel....	F. M. Cooper....	200	850y	12 up	"
".....	".....	"	Sunny Side House	W. H. Rogers....	150	200y	12 up	"
".....	".....	"	Iron Springs Hotel	J. A. Ray.....	150	1m	12 up	"
".....	".....	"	Pittsburg Hotel..	Miss L.G. Fellows	260	300y	10 up	"
".....	".....	"	Bonney Blink Htl	Miss H. Frazier..	75	200y	16 up	"
".....	".....	"	Deerpath Lodge..	Mrs. Aljo.....	50	100y	8 up	"
".....	".....	"	East Lynne Hotel	M. J. Merwin....	25	250y	8 up	"
".....	".....	"	Arlington Hotel..	Mrs. C. Stevens..	50	100y	8 up	"
".....	".....	"	St. Elmo Hotel..	T. J. Sandford..	100	850y	8 up	"
".....	".....	"	Bellevue House..	Mrs. J.E. Laycock	75	700y	10 up	"
".....	".....	"	Haskel Hotel....	".....	50	250y	8 up	"
".....	".....	"	Portland Hotel..	".....	100	850y	8 up	"
Meeker.....	Meeker.....	"	Meeker Hotel....	R. A. Ball.....	100	"	18 up	"
Montrose.....	Montrose.....	5811	Smith Central Htl	O. P. Maxwell...	50	4bl	10	"
".....	".....	"	New Belvidere Htl	Mrs. Chas. Eberling	75	4bl	2.00 pr'd'y	30
Monument.....	Monument.....	6974	Monument Hotel..	Mrs. H. S. Ballou	15	1bl	6	"
".....	".....	"	Rupp Hotel.....	Dr. W. H. Rupp..	15	1bl	6	"
".....	".....	"	Curtis Ranch....	Geo. C. Curtis..	10	3m	6	24
Morrison.....	Morrison.....	5753	Cliff House.....	John Swanson...	50	100y	"	"
Mt. Princeton Hot Springs..	Hortense.....	8000	Mt. Princeton....	Mrs. A. Dicky...	25	9m	10	On appl.
".....	".....	"	Hortense Hotel..	Ray & Craig....	100	300y	10	"
Nast.....	Sellar.....	"	Frying Pan Outing Club	Arthur Hanthorn	50	½ m	12 up	"
Nederland.....	Nederland.....	8295	Antlers Hotel....	Mrs. Mary Roose	50	18m	7 up	25
New Castle.....	New Castle.....	5562	Albany Hotel....	C. A. Hahn.....	24	½ bl	8	30
".....	".....	"	Tibbetts' Ranch..	O. Rothjen.....	4m	6	24	"
".....	".....	"	Bender's Ranch..	W. W. Voris....	3m	6	24	"
".....	".....	"	Noren Hotel....	C.H. Noren & Son	25	1bl	5	"
Ouray.....	Ouray.....	7806	Beaumont Hotel..	Beaumont Htl. Co	75	4bl	17.50	60
".....	".....	"	Wilson Hotel....	G. H. Wilson....	40	2bl	3 pr day	"
".....	".....	"	Western Hotel..	M. A. Rogers....	70	2bl	1.50 per day.	"
Palmer Lake.....	Palmer Lake..	7237	Rockland Hotel..	Mrs. J. W. Van	"	"	"	"
".....	".....	"	Gilder.....	".....	100	½ m	12	On appl.
".....	".....	"	Y.W.C.A. Summer House	Mrs. E. J. Foote..	40	1m	3.50	"
".....	".....	"	Verona Lodge— Kinnikinick....	Mrs. R.E. Morrow	75	1m	7 up	On appl.

COLORADO HOTELS AND BOARDING HOUSES—Continued

TOWN	POST OFFICE	EL	NAME OF HOTEL	PROPRIETOR	No. of Guests	Distance from Station	RATES	
							Week	Month
Palmer Lake	Palmer Lake		Palmer Lake House	R. W. Owen	12	3bl	\$ 6	On appl.
Pagosa Springs	Pagosa Spgs.	7108	Commercial Hotel	Mrs. Cora Seavey	20	1/2m	10	\$30
"	"	7108	Nickel Plate Hotel	A. D. Archutela	50	1/2m	12	48
"	"		Springs Hotel	W. B. Alexander	50	1/2m	12	48
"	"		San Juan Hotel	Mrs. Cade	10	1/2m		
"	"		Strawn Hotel	A. L. Strawn	20	1/2m		
"	"		Patrick Hotel	M. A. Patrick	50	1/2m		
"	"		American Hotel	Mrs. L. T. Harris	20	1/2m		
Poncha Hot Springs	Poncha	7509	Poncha Hot Spgs.	J. L. Allen	50	1/2m	12	On appl.
Pine Grove	Pine	6738	Elk Canon Hotel	W. E. Burr	60	1bl	10 up	"
"	"		Willomere Ranch	Mrs. C. H. Day	15	10m	10	"
"	"		Jewell Ranch	M. J. Jewell	10	6m	10 up	"
"	"		Owna Lodge	Mrs. A. Steele	35	6m	10	"
"	"		Mane Ranch		15	6m	8 up	
Pueblo	Pueblo	4672	Imperial Hotel	J. T. Smith	175		2.50 per	day up..
"	"		Southern Hotel	Thos. Crowe	100		10.50 up	"
"	"		Clark's Wells Htl.	O. E. Clark	70		2 pr day	On appl.
"	"		Hotel Maine	T. C. Brainard	125		3 "	"
"	"		Union Depot Htl.	E. A. Thayer	40		3 "	"
"	"		Royal Hotel	Mrs. A. Royal	50		2 "	35
Rifle	Rifle	5310	Rifle Falls Ranch	A. L. Zerbe	24	13m	12 50	60
"	"		Watson's Ranch	J. A. Watson	15	12m		
"	"		Winchester-Clark Hotel	Geo. A. Clark	100	1/2m	14	60
"	"		Rifle House	A. C. Wiseman	60	1/2m	14	60
Rye	Rye	7300	Mountain View Hotel	E. D. Leavitt				
Shawnee	Shawnee	8125	Shawnee Lodge	C. & S. Ry.	50	3bl	15 up	On appl.
"	"		Grand View Hotel	J. W. Price	15	3bl	10	"
St. Cloud	St. Cloud	7000	Cherokee Park	William Campton	100	40m	8 up	
Steamboat Springs	Steamboat Springs	6500	Onyx Hotel	Gardner & Co.	30	80m	10	35
"	"		Sheridan Hotel	Mrs. L. McGettigan	40	80m	10 up	35
"	"		Bartz Hotel	Mrs. Alice Bartz	20	80m	6	
Sulphur Spgs.	Sulphur Spgs	8000	Kinney House	Mrs. L. E. Farley	35		12	On appl.
"	"		Grand Hotel		40		10	
Twin Lakes	Twin Lakes	9333	Twin Peaks Hotel	Mrs. James King	40	10 1/2m		Special
"	"		Interlaken Hotel	Mrs. Jane Haffey	20	8 1/2m	15	"
"	"		Anderson House	Mrs. F. Anderson		10 1/2m	10	"
"	"		Holt Hotel	Mrs. M. Holt	20	10m	10	"
Trinidad	Trinidad	5994	Columbian Hotel	W. F. Paget	100	6bl	3 pr day	On appl.
"	"		Coronado Hotel	Mrs. S. Thompson	100	4bl	2.50 per	day....
"	"		Commercial Hotel	M. E. Moran	25	3bl	5 per w.	
"	"		Elmwood Hotel	W. H. Davis	25	6bl	5	
"	"		New Metropolitan	Bacca & Co.	25	4bl	1.50 per	day....
"	"		The Cardenas	Fred Harvey	150	4bl	3 pr day	
"	"		The Hazeldene	Mrs. J. E. Patton	50	2bl	6 up	
Wagon Wheel Gap	Wagon Wheel Gap	8448	Hot Springs Hotel and Cottages	Ellwood Bergey	100	1m	16 up	70 up
Ward	Ward	9450	C. & N. Hotel	Mrs. M. F. Thompson	25	1bl	7 up	
"	"		Columbia Hotel	Mrs. M. S. Buck	20	1bl	7 up	
Woodland Park	Woodland Park	8484	Midland Hotel	Mrs. RB Hackman	50	2bl	8	
"	Terrington		Manitou Park	M. E. Boshier	100	7m	17.50 up	On appl.
"	Woodland Park		Skelton's Ranch Resort	W. T. Skelton	250	3m	15 up	"
"	"		Woodland Hotel		100	1 1/2m	8 up	"
Woods Lake	Thomasville		Woods Lake	P. J. Englebrecht	75	8m	15 up	"

Reaching Colorado.

At the three Eastern gateways of Rock Island-Frisco Lines—Chicago, St. Louis, Memphis—are *Union Depots*. Here connection is had with trains from the East, Southeast and South in a most expeditious and convenient manner. Tickets from Chicago can be routed via St. Louis on the return trip, if desired, affording a chance to see St. Louis and to try the service of the newest Chicago-St. Louis Line; the Chicago & Eastern Illinois R. R., operating three trains daily in each direction.

Entering *both* Colorado Springs and Denver directly, avoiding the necessity of going *through* one point to reach the other, the Rock Island Lines most satisfactorily serve the tourist, with respect to Colorado terminals.

Rock Island train service is maintained at a high standard of excellence. Many new reclining chair cars and coaches have recently been placed in commission. The latest and most improved pattern of Pullman standard sleeping and observation-sleeping cars are carried. This season also (1907) the popular Rocky Mountain Limited will be resplendent with new equipment throughout, comprising electric-lighted, smoking room chair car, drawing-room sleeping car, unique buffet-library observation car, and mission style diner. This train, one night out, Chicago to Colorado via Omaha, the "Colorado Express," also from Chicago via Omaha, and the "Colorado Express" and "Colorado Flyer," from St. Louis and Kansas City, are all of a character worthy of the extremely high-class patronage they enjoy.

From the Southeast—Memphis, Birmingham, Atlanta, Macon and Brunswick—the Frisco "Southeastern Limited" gives through service far superior to that afforded by any other line. A Pullman Sleeping Car of the latest design, runs throughout the year from Brunswick or Jacksonville via Birmingham and Memphis to Kansas City, where connection is made with the Rock Island. During the summer season the run of this sleeping car is extended to Colorado Springs, giving through service, without change, from the Atlantic Coast to the Rocky Mountains.

From Birmingham to Kansas City the "Southeastern Limited" carries an Observation Cafe Car in which meals are served a la carte by Fred Harvey. Passengers from all points in the Southeast can easily make connection with the "Southeastern Limited" through car at Atlanta, Birmingham or Memphis, and the connection is particularly advantageous for those who leave New Orleans in the morning.

Through chair car and sleeping car service is also maintained between Memphis, Tenn., and Amarillo, Texas, over the Choctaw District of Rock Island Lines. Direct connection made at Amarillo with Fort Worth & Denver City Ry. to Pueblo, Colorado Springs and Denver.

Whichever train is used, the passenger may feel assured that every care has been taken for his comfort and convenience.

Particular attention is directed to Rock Island-Frisco meal service. The dining cars are high-class restaurants on wheels, maintaining a standard of superiority that has given them a favored place in the esteem of travelers.

Excursion rates are in effect to Colorado, Utah and the Pacific Coast almost every month of the year. Liberal stop-over and diverse route privileges, especially attractive to the sight-seer, a long return limit, and cheap rates for side trips to every nearby point of interest en route are important features in connection with these rates.

Full details of rates, routes, service, and any information desired will be gladly furnished by Rock Island-Frisco representatives, located in all the leading cities, or by

L. M. ALLEN, General Passenger Agent, Rock Island Lines, CHICAGO, ILL.

A. HILTON, General Passenger Agent, Frisco Lines, ST. LOUIS, MO.

GEO. H. LEE, G. P. A., Choc. Dist., Rock Island Lines, LITTLE ROCK, ARK.

W. H. RICHARDSON, G. P. A., Chicago & Eastern Illinois R. R., CHICAGO, ILL.

JOHN SEBASTIAN,

Passenger Traffic Manager Rock Island-Frisco Lines,
CHICAGO and ST. LOUIS.





**ROCK ISLAND-FRISCO
LINES**