

COLORADO FOR THE TOURIST

COLORADO

IS THE

Playground of America

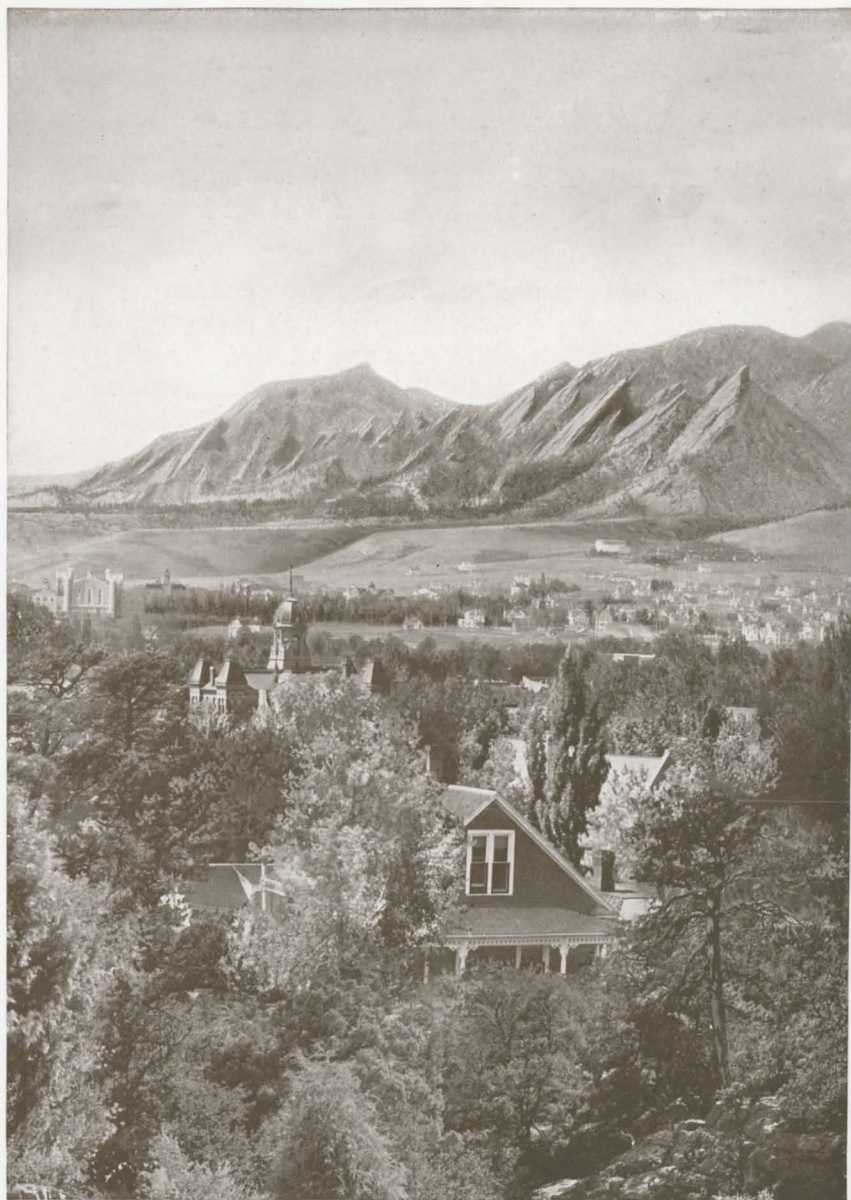
THIS statement, made by a prominent American, happily expresses the popularity of the Centennial State with tourist and traveler. Its snowy mountain peaks, its silvery mountain streams and peaceful, shimmering lakes, its incomparable camping grounds, with abundance of good fishing and hunting on every hand, its broad and verdant parks, lying sometimes two miles above sea level, its incomparable climate, all combine to place it at the very front among the tourist lands of the country.

The higher altitudes of Colorado are more easily accessible than those in any other mountainous country. It has glaciers and eternal snows, but not the impenetrable masses of snow and ice that are found at the same altitudes in other countries, particularly in Switzerland. Here there are interesting gold and silver mining camps and thriving cities at 10,000 feet altitude. Colorado has all the charms of Switzerland, without the attending hardships in enjoying them.

Realizing her great possibilities as a tourist state, Colorado is building thousands of miles of first-class automobile highways, so that the traveler can enjoy all the beauties of her scenery in perfect comfort. New railroad lines are being built to attractive tourist points. Chief among these is the Union Pacific line from Denver to Fort Collins. From the latter place it is but a forty-mile ride into Estes Park, acknowledged to be the most beautiful mountain park in America.

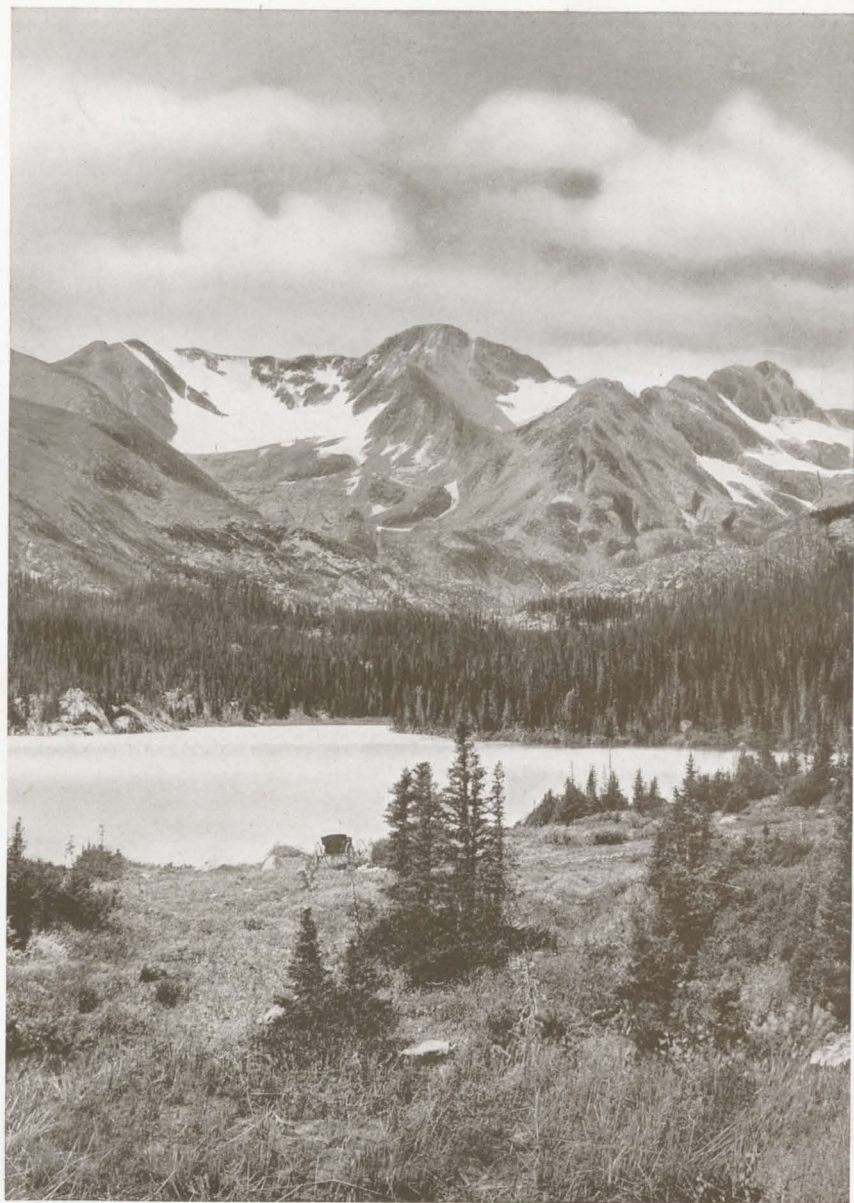
The Old West of romance rubs elbows intimately with the great New West of power and conquest in Colorado today. The Indian and the cowboy may still be seen, but here also are found all the wonders and conveniences of modern civilization and development.





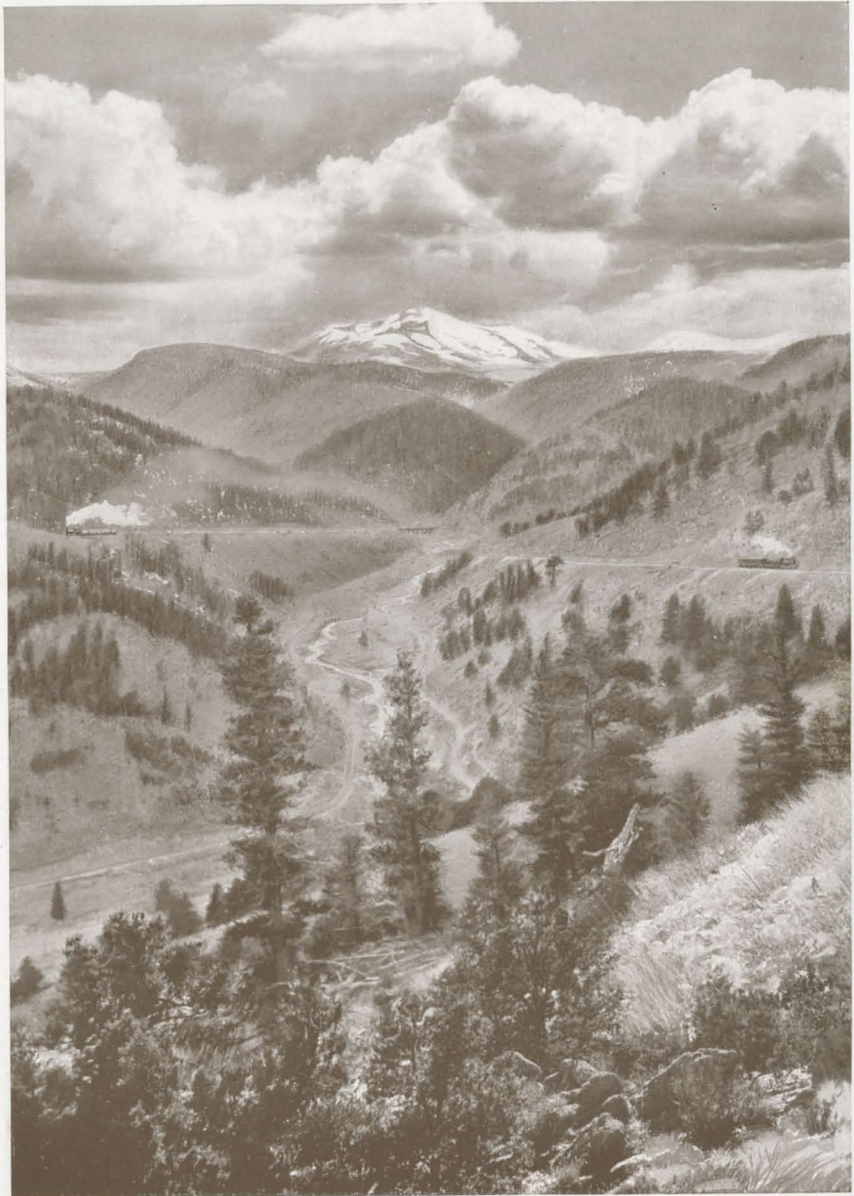
Boulder, twenty-nine miles northwest of Denver via Union Pacific, trolley or automobile, is the seat of the Colorado State University and an ideal college city. Population 12,000, elevation 5,351 feet. Here the Colorado Chautauqua is held each year, July 5 to August 16. There are beautiful drives, fine camping grounds, mountain climbing and excellent hotel accommodations at moderate prices. In the foreground of the picture is seen one of the pretty summer homes near Boulder





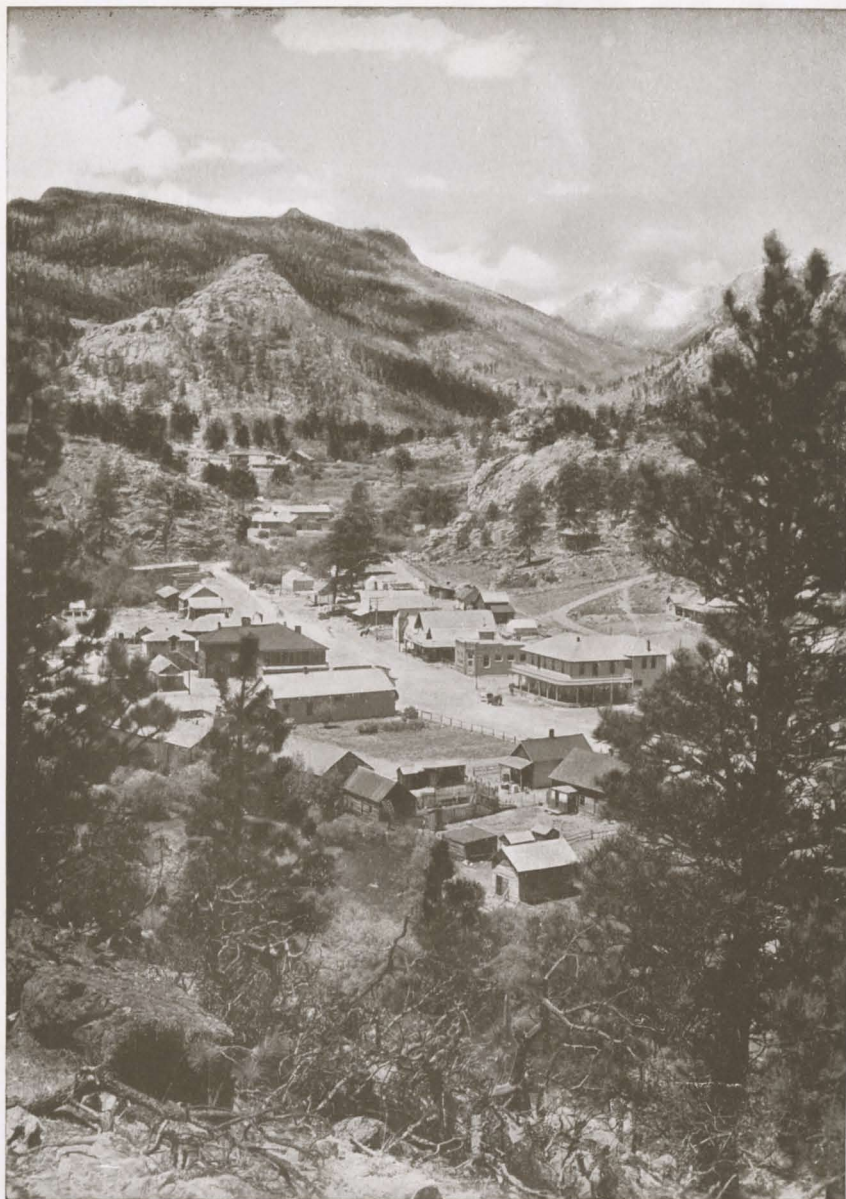
Hundreds of picturesque lakes, nestled among Colorado's snow-capped mountains, add charm to the scenery that is not yet generally appreciated. Most are well stocked with trout and afford quieter fishing for those who do not care for the more exciting sport of angling in the mountain streams. The illustration shows one of these beautiful lakes near Boulder, about thirty miles northwest of Denver. In the mountains there are numerous resorts. The lakes and streams abound with trout





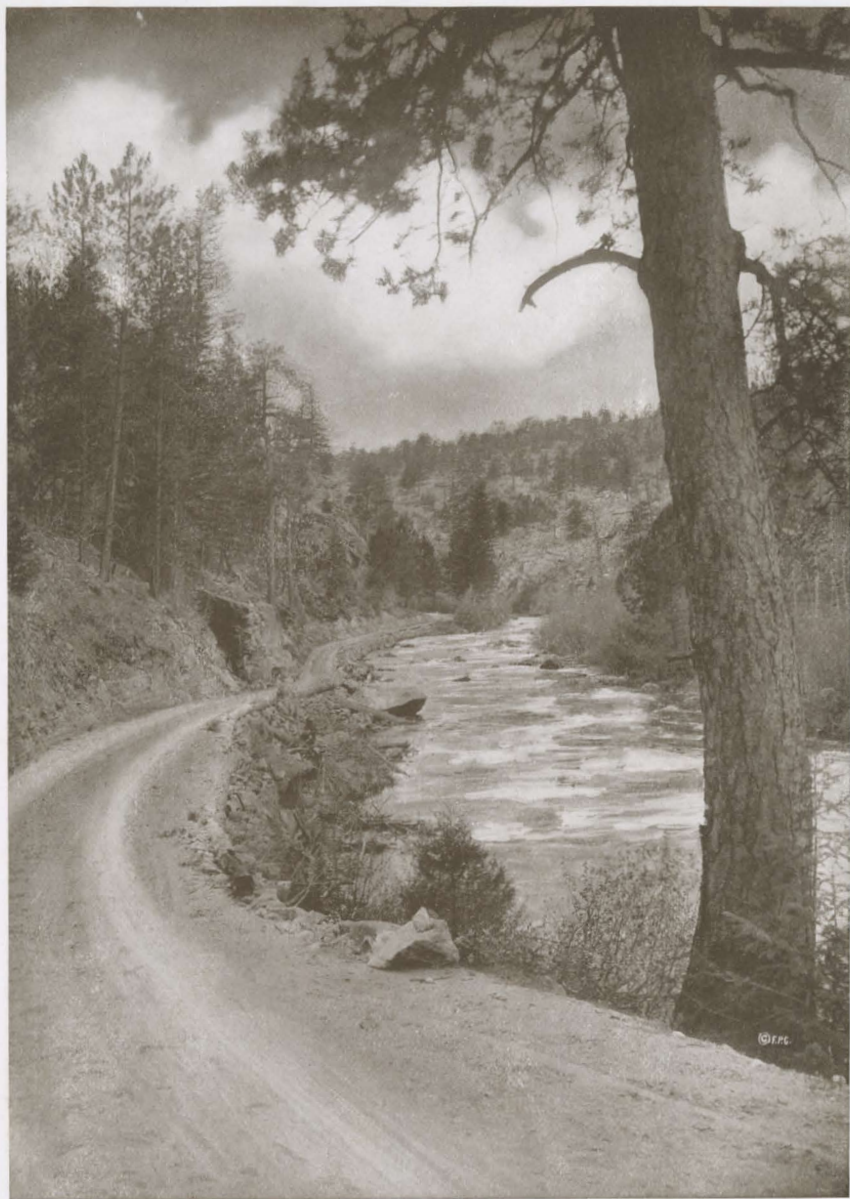
The Denver, Boulder & Western Railroad, or Switzerland Trail of America, extends westward from Boulder, through some of the most magnificent scenery in the state, to the mining camps of Eldora and Ward. The trip to either point may be made from Denver in one day, taking the Union Pacific to Boulder and connecting there with the Denver, Boulder & Western. The picture shows the parting of the ways, with one train on the road to Ward and the other to Eldora





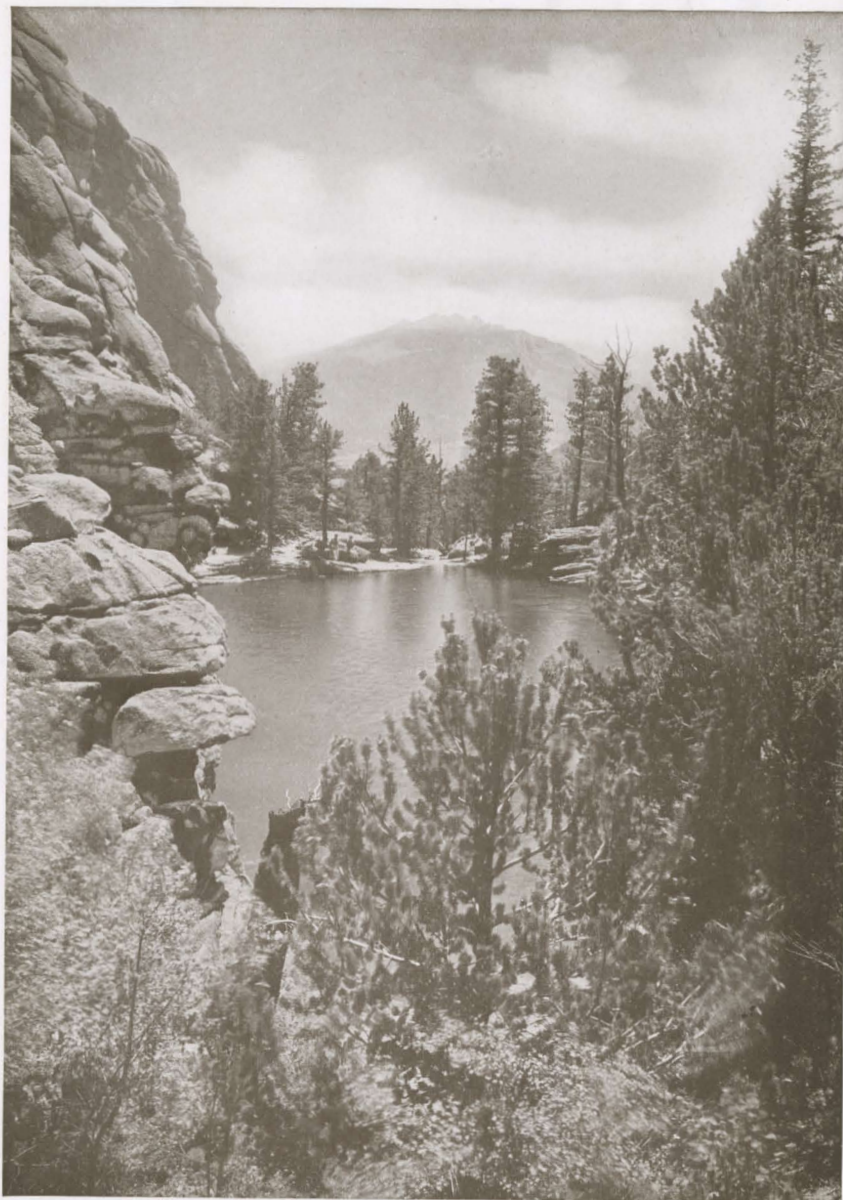
A dozen hotels and rustic lodges in Estes Park afford accommodations for more than 1,000 people. That all are filled every year and hundreds of campers pitch their tents in the sheltered retreats, is the best evidence of the popularity of this peer among mountain resorts. Hotel rates range from \$10 a week for room and board to \$100 in the Park's most exclusive inns. Here is seen the town of Estes Park, showing the main business street and summer cottages in the distance





Here the Big Thompson is seen in one of its more peaceful moods. At certain times the trout delight to feed along these gentle riffles, and the angler finds his best sport in whipping such waters. The automobile road leading into Estes Park along this beautiful stream is one of the best improved highways in the state. It is this road that the tourist takes to reach the Park on leaving the Union Pacific at Fort Collins. The drive is one of the most picturesque in the West





Gem Lake, like a precious stone in a magnificent setting, is worth going miles to see. Its accessibility, however, makes it doubly attractive. It is located about two miles from the automobile road north of the town of Estes Park, and may be reached on horseback by a trail winding through quaking aspens. From its shores, 8,000 feet above the level of the sea, the view of the Park and the snow-capped peaks in the distance, is a sight long remembered by the lover of nature





A NOTED traveler of the present day, who has wandered over the earth for twenty-five years, visited Estes Park last year for the first time. Lecturing in Denver later he pronounced its mountain scenery the most beautiful on the globe. Everyone who has spent a season there will agree that the traveler spoke the simple truth.

Estes Park, seventy miles northwest of Denver, is a natural amphitheatre covering 100,000 acres at the foot of Colorado's grandest mountain, Long's Peak. On every side is a circle of great snow peaks, including Ypsilon, Hague's, Flat Top, Chapin and a score of others. The Park offers every attraction the tourist, vacationist or traveler could desire. To the hardy mountain climber Long's Peak presents a greater variety of problems than any other in the United States, with a view unsurpassed in the world at the summit. For the less adventurous there are peaks affording every variation of sport in mountain climbing, including exploration of interesting glaciers.

Every variety of game, from bear, mountain lion, bob-cat and deer to the insignificant chipmunk, is found in abundance near the Park. The Big Thompson River and its tributaries, stocked each year with 2,000,000 trout, affords unsurpassed fishing. The automobile drives in the Park are among Colorado's wonders in road building. In fact there is no sport or adventure of the mountains in which Estes Park does not excel.

The Park is reached from Denver over the Union Pacific to Fort Collins, and thence by automobile, through the Big Thompson Canon, a distance of forty miles. Automobiles make connections daily with Union Pacific trains at Fort Collins. The round trip automobile fare from Fort Collins is \$7.00. From Denver the round trip fare to the Park, including automobile fare from Fort Collins, is \$9.60.





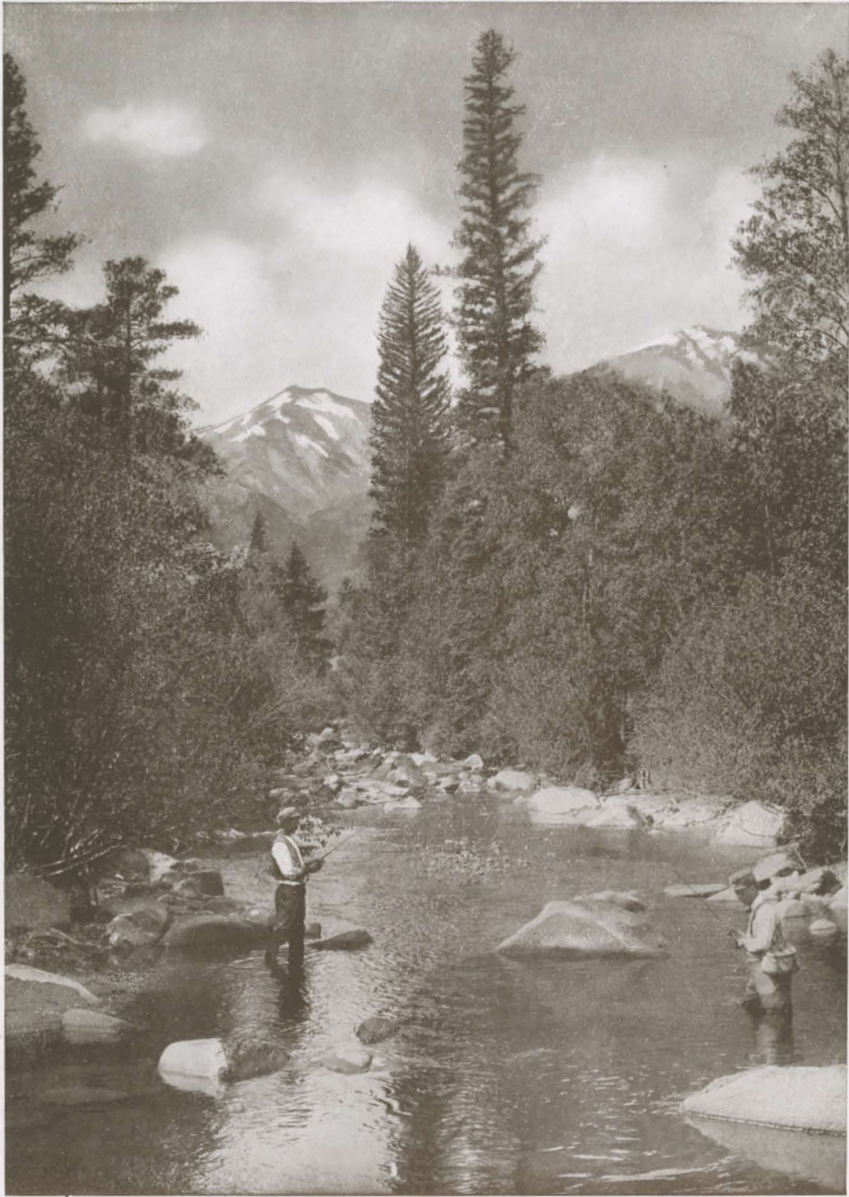
CHEROKEE PARK, one of the most picturesque resorts in Colorado, is 110 miles north of Denver, near the Wyoming State line. It may be reached by Union Pacific from Denver via Cheyenne to Hermosa, whence daily automobile service is maintained to the Park, eighteen miles distant. The round trip fare from Hermosa is \$3. Or it is accessible by Union Pacific from Denver to Fort Collins, and thence by automobile to the Park. Hermosa is on the main line of the Union Pacific, thirty-eight miles west of Cheyenne, making the Park easily accessible from the East over the main line.

The average altitude of the Park is 7,000 feet. It is surrounded by snow-capped peaks, well wooded up to timber line, offering every variety of mountain climbing. Wild flowers bloom in profusion throughout the summer. There is no better trout fishing in the West than in that portion of the Cache la Poudre River lying within the Park. Horseback riding, over the rugged and picturesque trails that lead in every direction from the resort, is one of the favorite pastimes. Good riding and driving horses are kept for the use of guests.

In exterior construction the buildings of the resort harmonize delightfully with the rugged scenery, being built largely of logs hewn from the surrounding forests. There is a large hotel and numerous cottages, all conveniently furnished and electric lighted, where excellent accommodations may be had. There are also many delightful camping grounds in the Park. Regular rates at the resort hotel for room and board are \$2 and \$3 a day. Weekly rates are \$12 to \$18. Special rates are made to families and large parties. Cottages are also available at reasonable rates.

The hotel at the Park is open throughout the year, the regular season for tourists opening June 1 and closing in September.





There are few better fishing streams in the Rocky Mountains than the Cache la Poudre River. It affords hundreds of miles of good sport, but at no place is it better stocked with all sizes and varieties of trout than in Cherokee Park. The picture shows one class of fishing waters in the Park, the Crystal pool, sometimes as much as ten feet deep, where the wily trout at certain times is most apt to strike the bait. Full equipment may be obtained at very reasonable rates at the Park





There is a woodland charm about Cherokee Park not found in most mountain resorts. Horseback riding and driving over the picturesque trails are favorite pastimes with visitors, who never tire of the diversified scenery. This picture shows a favorite trail. Here the pines are larger and more numerous than usual at this altitude. Scores of tiny streams flow down from the surrounding peaks, carrying their small floods to augment the famous fishing waters of the Cache la Poudre





The Moffat Road reaches the Crest of the Continent at an altitude of 12,000 feet. The picture, taken in midsummer, shows the eternal snows, which may be reached in a three hours' ride from Denver. From this point the tourist gets a wonderful view of snow-capped peaks and narrow, flower-strewn valleys, through which tiny streams meander 1,000 feet below. Wild flowers bloom throughout the summer, carpeting the mountain-sides and plains to the very edges of the snowbanks





In construction of railroads in mountainous regions it is often necessary to cover unusual elevations within restricted limits, the point to be reached by one track sometimes being directly above another. This is accomplished by the "loop." The picture shows the "loop" near the summit of the Divide on the Moffat Road. Here it requires one mile of track to gain a height of 176 feet. Below, the track passes through a small tunnel. Above, it passes over the tunnel on a bridge. The construction of this road is regarded by railroad builders as the great engineering feat of a century





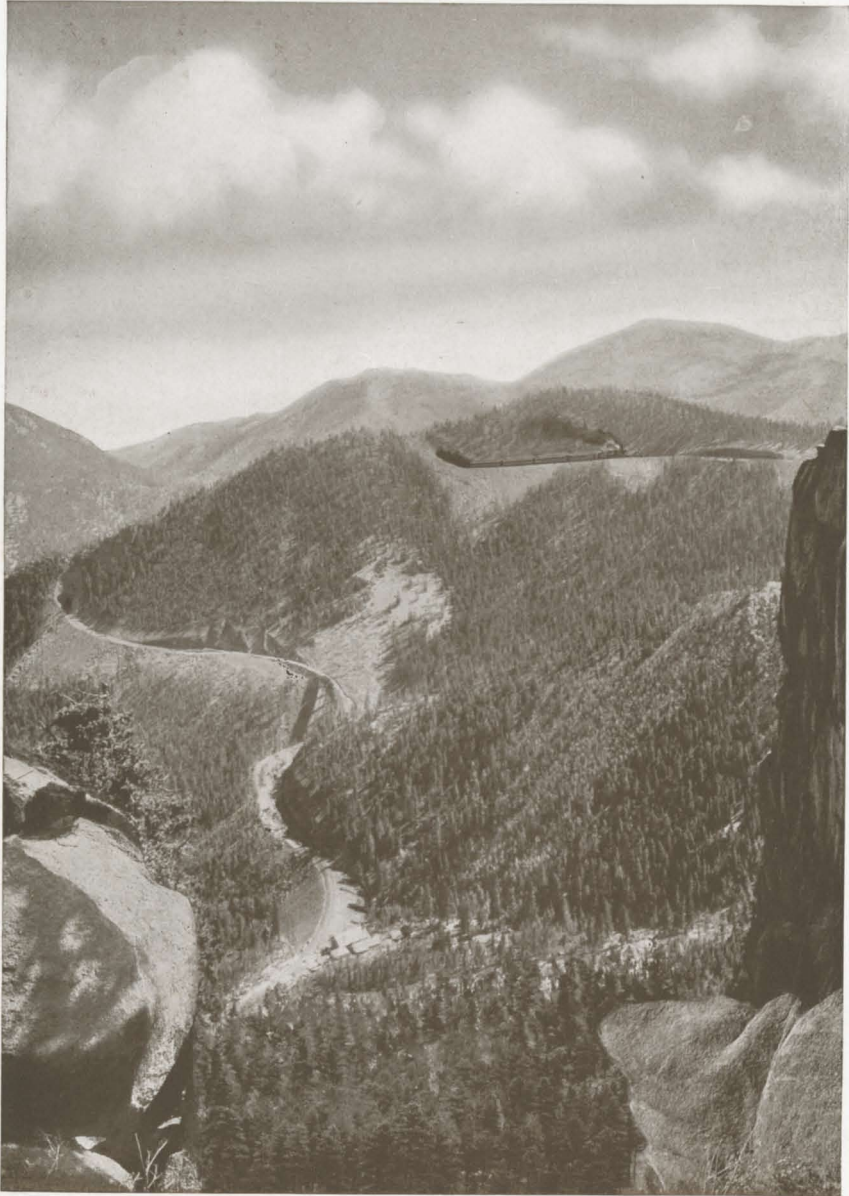
Rushing for countless ages down from the eternal snows, hundreds of streams, small in volume, but fearfully powerful because of their great velocity, have carved out rugged chasms, many miles long and sometimes as much as 3,000 feet deep. Platte Canon is one of the most picturesque of these. It begins twenty miles south of Denver and extends southwest for about twenty-five miles. The view shown is near Strontia Springs, a few miles from the mouth of the canon





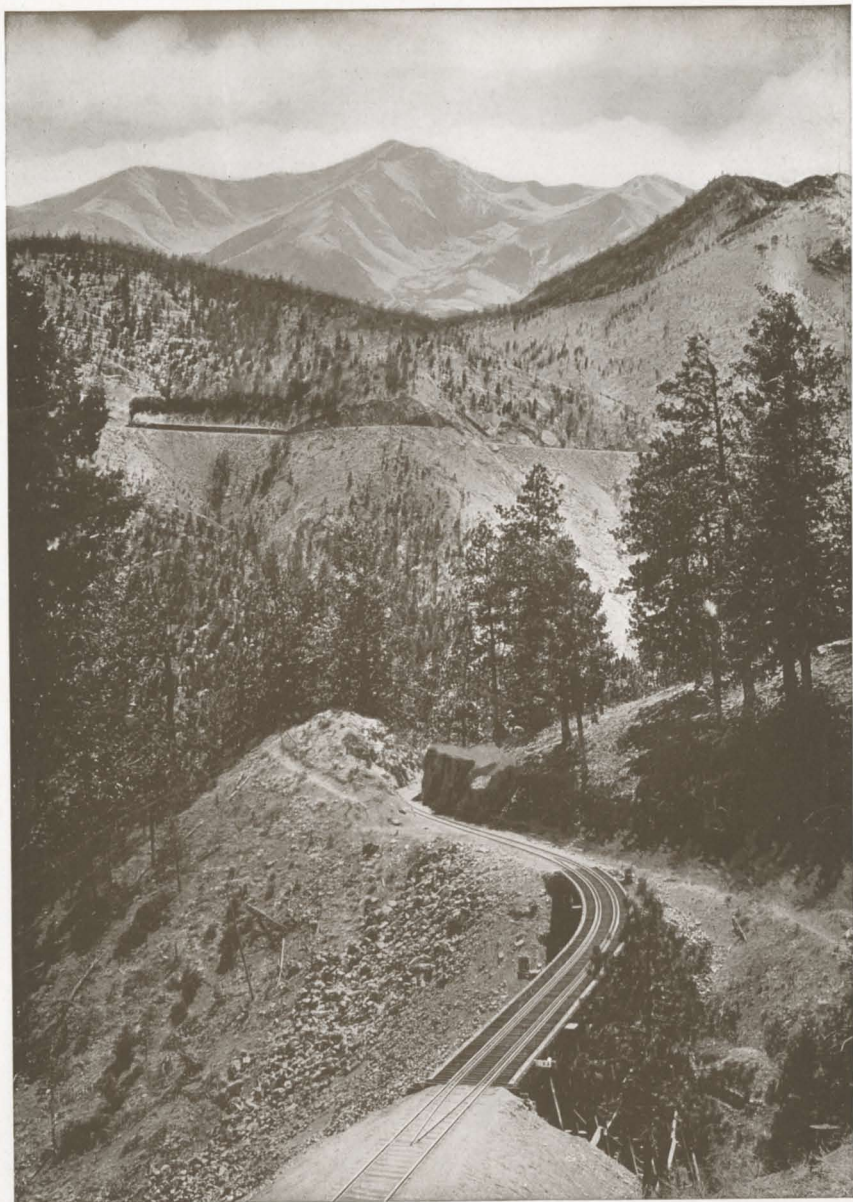
Eccentric rock formations, inspiring admiration by their fantastic shapes as much as by their magnitude, abound in the deep canons carved out in past ages in the sides of Colorado's mountains by the erosive action of her turbulent streams. The picture shows one of these formations in Clear Creek Canon, twenty-five miles west of Denver, which has been given the name of "Hanging Rock." Its size can be estimated by comparison with the tree in the background





The Cripple Creek trip over the scenic Florence & Cripple Creek line out of Colorado Springs is one of the most delightful one-day mountain railroad trips in Colorado. Here the train is seen rounding a loop near the summit of one of the mountains, with the snow-capped peaks that surround the famous mining camp in the distance. On the extreme right is seen one of the massive rock formations common in this region, and which are among the interesting features of this trip





From Colorado Springs the Florence & Cripple Creek railroad strikes directly into the mountains, and, following a serpentine course, through rock-ribbed canons and skirting steep mountain sides, reaches Cripple Creek, one of Colorado's most famous mining camps, forty-nine miles from the Springs. Here is a view of two loops of the road, after it begins its climb to the heights on which the mining city is perched. Cripple Creek's elevation is 9,396 feet, and Colorado Springs' 6,000 feet



DENVER, the capital of Colorado, is the metropolis of the Rocky Mountain region. As a trade center it serves a territory which comprises nearly one-fourth the area of the United States. Its commercial importance is increasing with remarkable rapidity, because of the development of the West.

Denver's population today is about 230,000. The United States census showed it to be 213,381 in 1910, an increase of nearly sixty per cent. in a decade.



As a residence city Denver has few rivals. Its climate is unsurpassed. It is one mile above sea level. As a result its atmosphere is always dry and inspiring. The sun shines three hundred days out of every year. The extremes of heat and cold are comparatively slight for a city in this latitude.

As a tourist city Denver is in the front rank. Everything that makes it a delightful place to live helps to make it an enjoyable place to visit. Situated at the base of the Rocky Mountains, the snow-capped range, away to the westward, affords a view which is the pride of Denver people and the wonder and delight of visitors.



The first illustration shows Colorado's capitol building and grounds, with the Pioneer Monument in the foreground. Both monument and capitol building are to be included in Denver's Civic Center. The other picture shows a business street, as seen from the capitol dome.

Denver's business streets, lined with imposing business blocks, are broad, well paved, and the best lighted in the world. But it is in her residence streets and boulevards that Denver places her chief municipal pride. They are brilliantly lighted, many of them parked, and are all lined with homes, which, in architectural beauty, excel those of any other city in the country.



DENVER'S residence streets and boulevards are lined with beautiful shade trees, which add a charm that is absent in many western cities. Maple, elm, silver poplar and similar trees grow rapidly in this climate, when watered profusely. The first picture on this page shows a block of one of the residence sections, with artistic rows of maples lining the sidewalk.

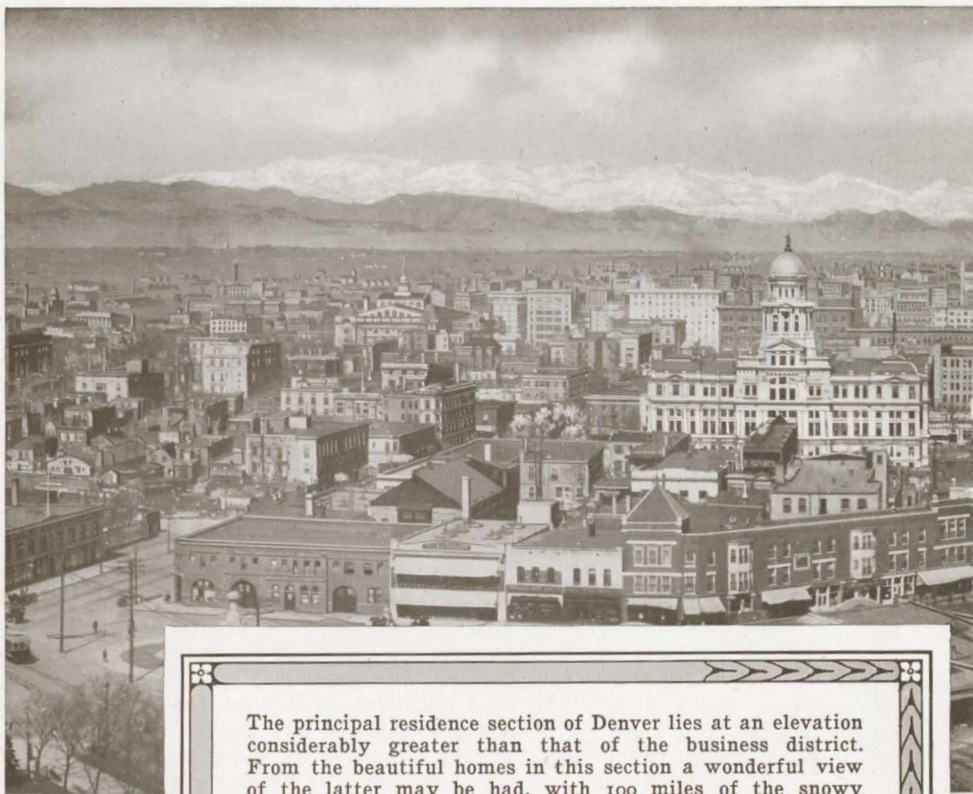
The lighting system makes Denver's boulevards a delight to Denver people and to visitors by night as well as by day. "The City of Lights" is the title the brilliant and attractive lighting system, both in the business and residence sections, has earned for Denver. The picture at the bottom of the page shows a portion of one of the newer boulevards by night.



Founded fifty-three years ago by gold seekers, Denver has always been the gateway to Colorado's mines, which add millions of dollars annually to the wealth of her people. Its founders saw little future for it except as a supply station for the miners and a sort of general assay post. But the development of the fertile agricultural lands that lie on all sides, by conserving the waters from the snowy range and applying it to the soil as needed, has made Denver the center of one of the most wonderful farming sections of the world. In northern Colorado the Union Pacific taps the very heart of this irrigated district and pours its wealth annually into the business channels of Denver.

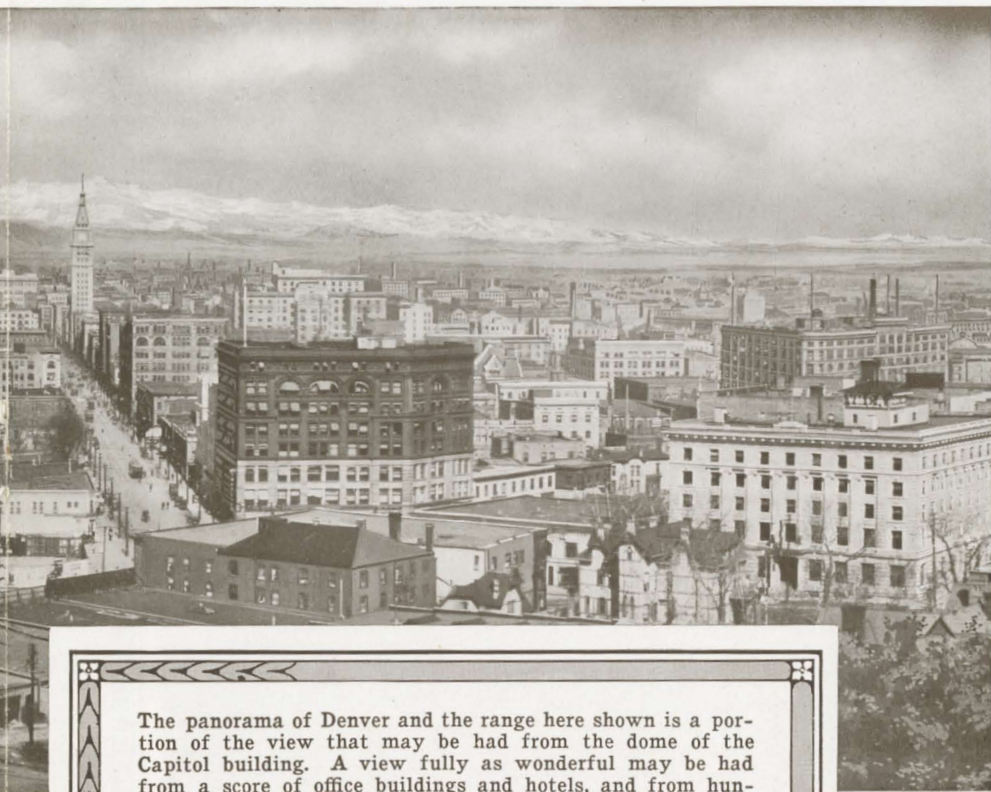
The tourist, coming into Denver over the Union Pacific, lands at the Union Depot, at the foot of one of the city's principal business streets. Looking up this street, lined with attractive office buildings, the leading hotels may be seen by night or day. Hotels, many in number, afford every modern convenience, and furnish accommodations at rates to suit individual desires. Street cars, running almost to the depot entrance, make connections with lines leading to every section of the city.





The principal residence section of Denver lies at an elevation considerably greater than that of the business district. From the beautiful homes in this section a wonderful view of the latter may be had, with 100 miles of the snowy range, from Pike's Peak on the south to Long's Peak on the north, stretching across the western horizon. The lower picture shows one of the parkways leading to City Park





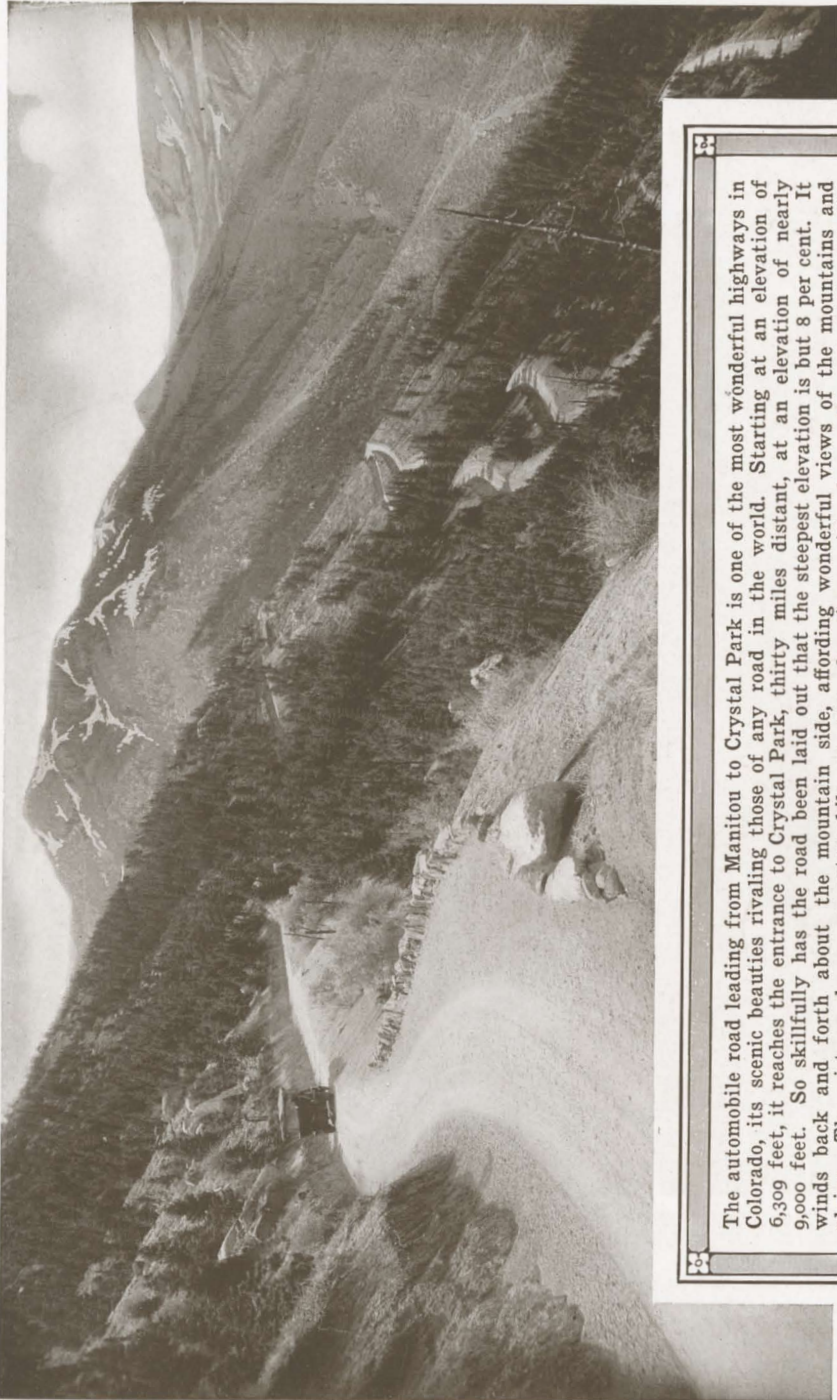
The panorama of Denver and the range here shown is a portion of the view that may be had from the dome of the Capitol building. A view fully as wonderful may be had from a score of office buildings and hotels, and from hundreds of residences. The lower picture shows a lake in the city's principal park, with a portion of the same panorama of the foothills and the snowy range in the background





The automobile roads and mountain trails winding over the plains and through the mountain fastnesses and canons about Colorado Springs are among the most delightful attractions of this resort. At no place in the state is horseback riding more popular or more thoroughly enjoyable. The picture shows one of the mountain trails, from which the traveler, winding about the sides of the mountain, has a view of hundreds of miles of the plains to the east, north and south





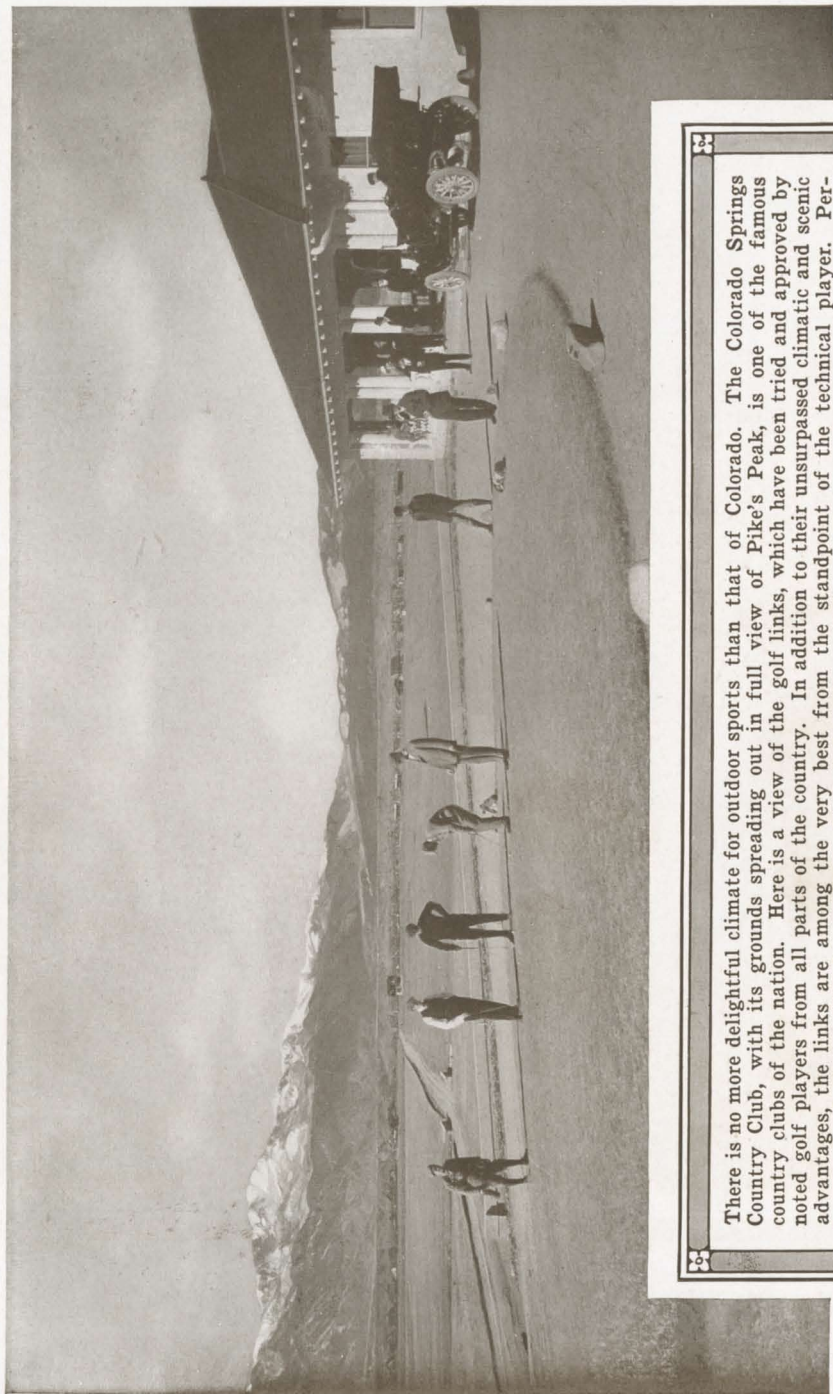
The automobile road leading from Manitou to Crystal Park is one of the most wonderful highways in Colorado, its scenic beauties rivaling those of any road in the world. Starting at an elevation of 6,309 feet, it reaches the entrance to Crystal Park, thirty miles distant, at an elevation of nearly 9,000 feet. So skillfully has the road been laid out that the steepest elevation is but 8 per cent. It winds back and forth about the mountain side, affording wonderful views of the mountains and plains. The picture shows an automobile on one elevation, with four other elevations below





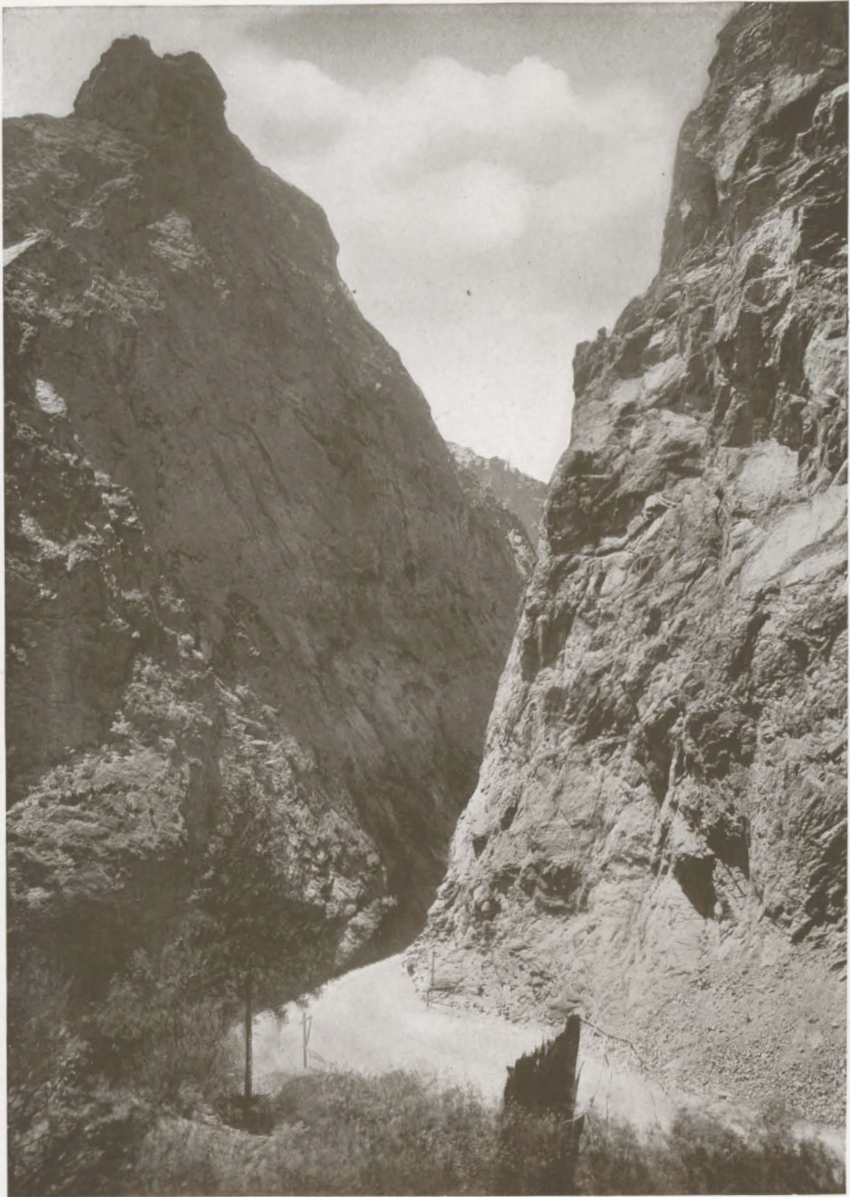
There are no less than forty beautiful drives leading out of Colorado Springs and Manitou into surrounding mountains and plains. These drives are the pride of the people whose enterprise made them possible, and the delight of the thousands of tourists who drive and ride over them every year. Nowhere in Colorado will the automobilist find a better opportunity to speed his machine over first-class roads. Here is shown a rustic bridge on one of these drives





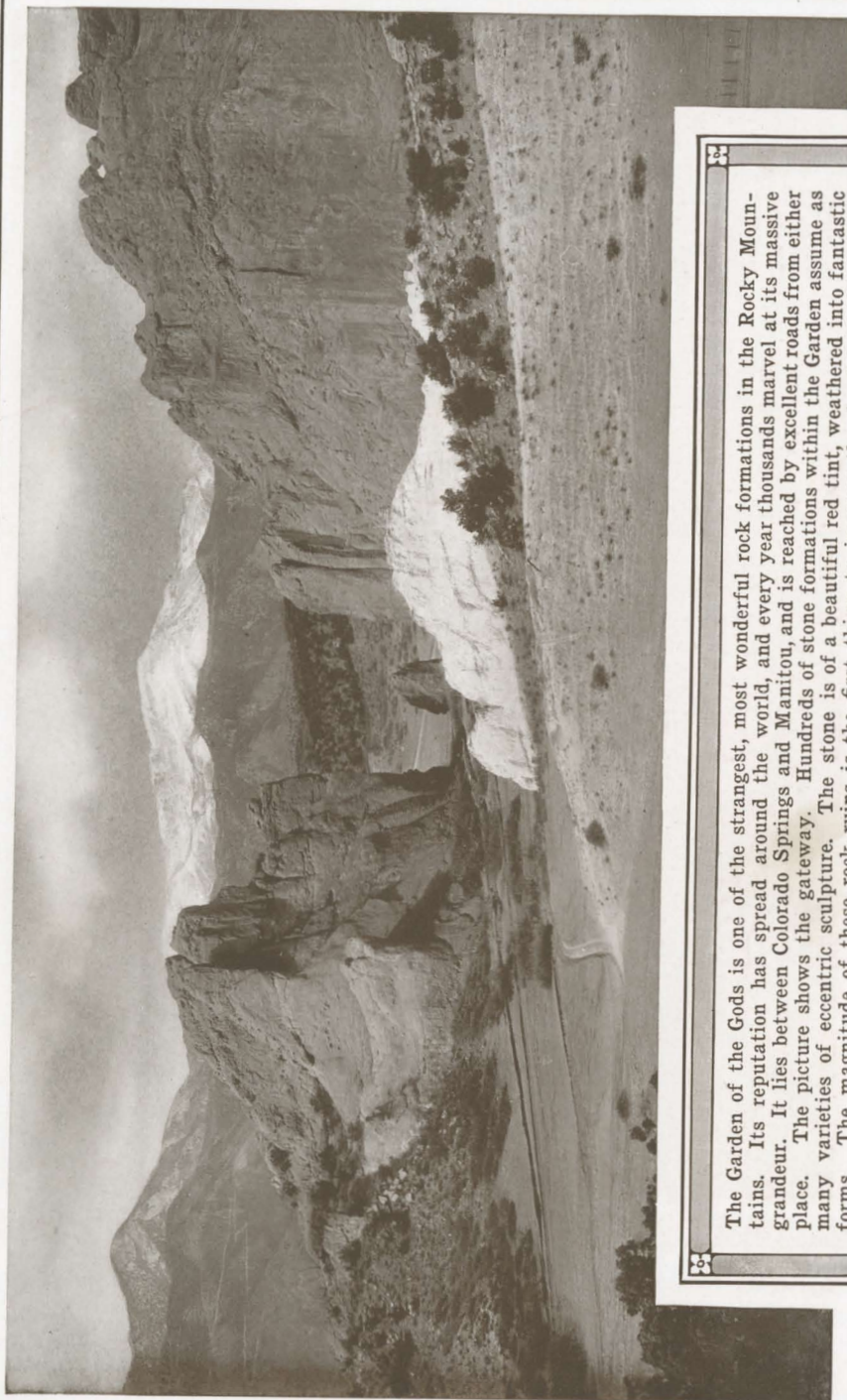
There is no more delightful climate for outdoor sports than that of Colorado. The Colorado Springs Country Club, with its grounds spreading out in full view of Pike's Peak, is one of the famous country clubs of the nation. Here is a view of the golf links, which have been tried and approved by noted golf players from all parts of the country. In addition to their unsurpassed climatic and scenic advantages, the links are among the very best from the standpoint of the technical player. Perhaps more noted golf players have played on these links than on any others in the West.





One of the most beautiful drives out of Colorado Springs is that up South Cheyenne Canon. The road to the canon passes through picturesque Stratton Park. The canon presents a wonderful variety of scenery. The rock formations of the chasm are unusually varied, and are better known than those of any other canon in the state, with the possible exception of Williams Canon near Manitou, because of proximity to the premier resort, from which hundreds visit them daily





The Garden of the Gods is one of the strangest, most wonderful rock formations in the Rocky Mountains. Its reputation has spread around the world, and every year thousands marvel at its massive grandeur. It lies between Colorado Springs and Manitou, and is reached by excellent roads from either place. The picture shows the gateway. Hundreds of stone formations within the Garden assume as many varieties of eccentric sculpture. The stone is of a beautiful red tint, weathered into fantastic forms. The magnitude of these rock ruins is the first thing to impress the dweller on the plains





When the mercury is hovering around 100 in the East and South, and the nights are almost as unbearable as the days, there is no place where more complete relief can be found than in Colorado. From Manitou, near Colorado Springs, it is but a two hours' ride over the cog road to the everlasting snows at the top of Pike's Peak. Here is a view of the road near the summit, with the snow banks many feet high on either hand. The maximum grade is 25 per cent., or 1,340 feet to the mile





One of the surprising feats of modern engineering is the cog railroad from Manitou to the summit of Pike's Peak. The elevation at the point where the road begins is 6,309 feet. The summit is 14,109 feet above sea level. Thus the cog road climbs nearly 8,000 feet in its journey, covering a distance of about fifteen miles. The road is so perfectly constructed, however, that accidents are almost impossible. The picture shows the road scaling the lower parts of the mountain, with the snow-capped peak, its ultimate goal, in the distance. At the right is the Summit House, surmounting the Peak





Back in the fifties Pike's Peak was the sentinel of the great undeveloped West, beckoning the hardy pioneer across the plains to search for the precious metals yet undiscovered in the bosoms of other peaks beyond. Today this same sentinel, towering to a height of 14,109 feet from the surrounding plains, beckons thousands of tourists annually to enjoy Colorado's unrivaled mountain air and scenery. The picture shows the Peak from one of the mountain roads near Manitou





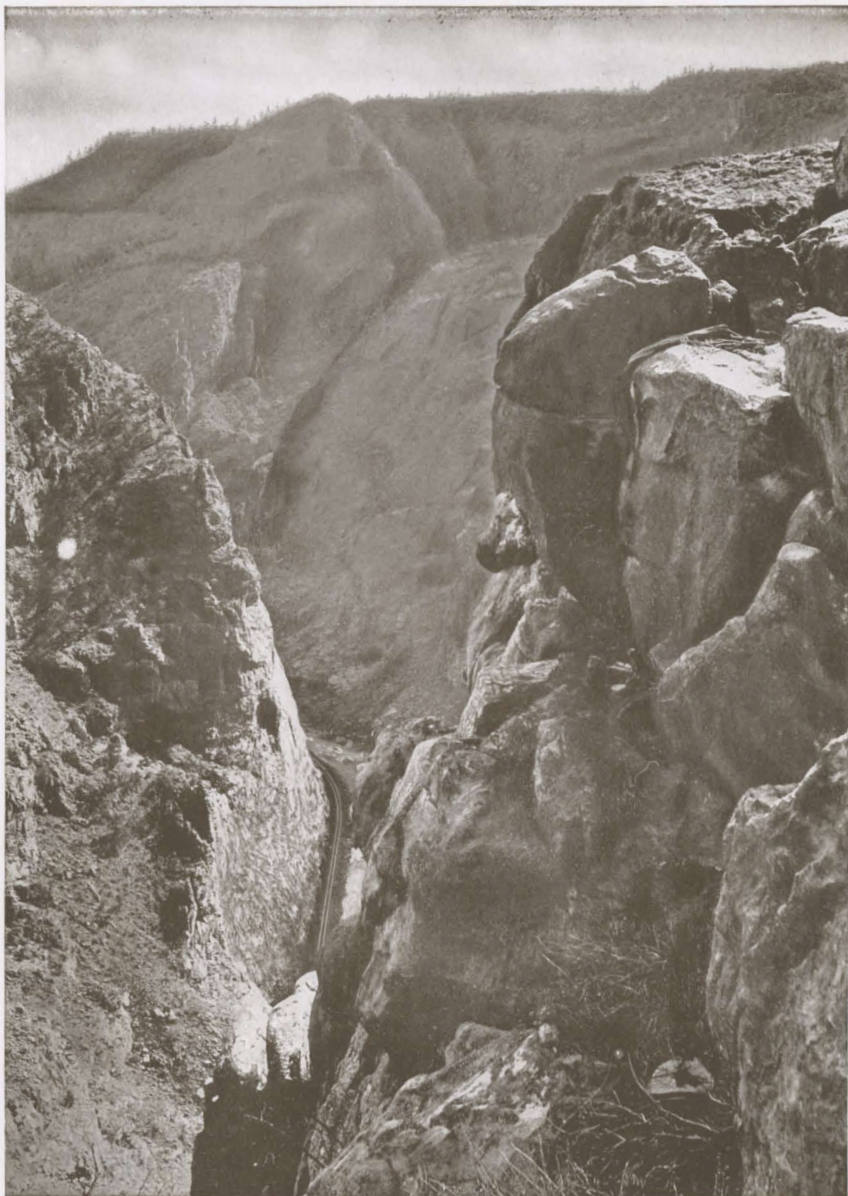
Woods Lake, near the world-famous Mount of the Holy Cross, is 240 miles from Denver and seven miles from Thomasville, the nearest railroad station. It is one of the most picturesque and beautiful of Colorado's mountain lakes. The elevation is about 8,000 feet, and the Mount of the Holy Cross, seen in the distance, towers to a height of 14,170 feet. Delightful camping grounds are found about the lake, and good hunting and fishing may be had throughout the season. The lake may be reached by rail from Denver, or by one of the picturesque automobile roads across the range





The Sky Line Drive, leading from Canon City to the rim of the famous Royal Gorge, is one of Colorado's most beautiful and popular scenic highways. From your automobile you may gaze down upon the Arkansas River, flowing at the bottom of the abyss, a sheer drop of 2,700 feet. The view of Canon City and surrounding territory is something that the plains dweller must see to appreciate. The picture shows the end of the road at the rim of the wonderful chasm





The Royal Gorge is 120 miles from Denver and forty-five miles from Colorado Springs, and may be reached with ease by automobile, over excellent roads, from either place. The bed of the famous canon is 5,494 feet above sea level. Its walls of rugged granite tower 2,700 feet above the Arkansas River, flowing at its base. The High Line Drive, out of Canon City, reaches the rim of the gorge, presenting a view of rugged mountain formations scarcely equaled anywhere



HUNTING, CAMPING & FISHING

IT IS impossible to devise a more delightful outing than a month or longer spent close to nature, under the shadow of the great peaks of the Rockies in Colorado. These noble mountains seem almost to have been made to order for nature lovers. They are easily reached, and have at their feet and in their rugged canons the most ideal camping grounds under the sun.

Colorado's chief attraction is, perhaps, her climate. There is no need to speak of that here, for every boy and girl in the land, who has had even the most modest advantages of the public schools, knows much of Colorado's health-giving air and sunshine. But in that region along the foothills, where



are located the thriving cities of Denver, Fort Collins, Boulder, Greeley, Fort Morgan, Sterling, Golden, Colorado Springs, Canon City and Pueblo, the tourist will find every advantage of modern city or country life to which he is accustomed in the East or South. Automobiling along the base of the range, and through the passes that lead across the crest of the continent, is growing more and



more popular each year. The commercial bodies of the cities named are uniting with the state and the various counties in perfecting a system of highways that is coming to be known all over the country.

Yet it is in her rugged mountains, and not in her modern cities, that Colorado is seen to best advantage. Every facility for penetrating their depths is afforded the tourist. He may reach their



rugged heights and picturesque canons by rail, auto, carriage, horseback, or, best of all, by camping wagon.

There are 6,000 miles of trout fishing in Colorado's streams. Native, Rainbow and Eastern Brook trout abound.

These are the gamest of fresh water fish, and they are at their best, both in size and spirit, in Colorado's crystal streams. There are seven state fish hatcheries, and a government hatchery at Leadville, one of the largest and most efficient in the world. These hatcheries turned 17,000,000 fish into the lakes and streams of the state in 1910, and perhaps 20,000,000 in 1911. Bass and perch are plentiful in the lakes along the eastern slope. Hundreds of lakes are found near Denver, Boulder, and other points reached by the Union Pacific. There is no better fishing in the Rocky Mountains than in the Big Thompson, in and near Estes Park, or in the Cache la Poudre, at Cherokee Park. Grand Lake, which may be reached over a romantic trail from Estes Park, affords fine fishing, besides being one of the most picturesque spots in the state.

Outfitting for camping is easy. Reputable firms in Denver, and in most other cities along the front range, supply everything needed for camper, hunter and fisherman at reasonable rates. It has been demonstrated that a party of four may



camp out in the state at a maximum cost of \$20 a month, exclusive of railroad fare and camping outfit. The cost of a camping outfit in Colorado will be essentially the same as any place else. The per capita expense will decrease with the size of the party, and it will be found that the game and fish will furnish a good portion of the food supply.

There is no better hunting in Colorado than that found around Estes Park. Bear, deer, elk and grouse abound. The more daring hunter may make a try for mountain lions, bobcats, wolves and other dangerous beasts. Smaller game is found in abundance about Cherokee Park, which may be reached conveniently over the Union Pacific to Hermosa, either from Denver or over the main line from the East. Jack-rabbit coursing with horses and hounds is a favorite sport on the plains.

The foothills about Boulder afford excellent retreats for campers, with good fishing in scores of lakes and small streams, and small game in abundance. The Colorado Chautauqua, which meets for six weeks, following July 4th each year, affords campers excellent opportunity to mingle with the hundreds of summer visitors during their intervals of leisure from gun and reel.



SOME COLORADO CITIES AND RESORTS

BAILEYS—55 miles from Denver. Elevation, 7,714 feet. One of the prettiest locations in Platte Canon. Beautiful driveways, good hotels and camping-grounds. Fishing in South Platte is good.

BEULAH—28 miles from Pueblo. Reached by automobile or stage. In the Greenhorn Mountain range. Fishing, hunting, riding, driving and other mountain summer resort sports. Surrounded by beautiful valley agricultural land, affording tourists fine farming views.

BOULDER—29 miles from Denver. Reached by Union Pacific, trolley or automobile. Elevation, 5,347 feet. Population, 12,000. Colorado Chautauqua meets here six weeks each summer. Fine camping, fishing and hunting in the nearby foothills. Seat of Colorado State University. Excellent accommodations for tourists at hotels or in private families. Gateway to Estes Park, from which point it is reached by automobile.

CANON CITY—160 miles from Denver. Reached by rail or over excellent automobile roads from Denver, Colorado Springs or Pueblo. Population, 7,000. Starting point of Highline Drive to rim of Royal Gorge. Fishing, camping and mountain-climbing.

CHEROKEE PARK—110 miles from Denver. Reached by Union Pacific to Hermosa, Wyo., thence by automobile 18 miles to the Park. Best fishing in the West. Camping, hunting, mountain-climbing, driving and horseback-riding. Rates, \$12 to \$18 a week, or \$2 and \$3 a day.

COLORADO SPRINGS—Beautiful residence city and resort. Situated 74 miles south of Denver, at the base of the main chain of the Rocky Mountains. Reached by rail or by automobile over excellent roads. Population, 32,000. Elevation, 5,932 feet. Seat of Colorado College. Especially noted for the large number of private residences. Many substantial business blocks and hotels. Fine drives extend in all directions from the city. Golf is played nearly every day throughout the year. Famous pleasure resort.

CRAGS—27 miles from Denver, on South Boulder Creek. Elevation, 7,040 feet. Dining-room, cabins and tents. An excellent resort for people who desire rest and quiet near the city.

CRIPPLE CREEK and VICTOR—Famous mining cities, near summit of the range. Reached from Colorado Springs over Florence & Cripple Creek railroad. Cripple Creek is 131 miles and Victor 132 miles from Denver. Elevation of former, 9,396 feet; latter, 9,728 feet. Population, former, 7,000; latter, 3,300. Some of Colorado's richest and most famous gold mines are located in the mountains about these cities. The fame of Cripple Creek as a mining city has spread around the world.

DENVER—See pages 18 to 21.

ELDORA LAKE—48 miles west of Denver on Switzerland Trail. Within reach of splendid scenery and fishing. Hotel rates, \$7 to \$10 per week.

ESTES PARK—Reached over Union Pacific to Fort Collins, thence 40 miles by automobile through the famous Big Thompson Canon. Excellent fishing in the Park and hunting in surrounding mountains. Most beautiful scenery in the West. Fine automobile drives and mountain trails. Mountain-climbing on a score of peaks. Glaciers and other extraordinary mountain phenomena. Altitude, 7,500 to 14,000 feet. Splendid camping-grounds. Fine hotels; rates from \$10 to \$100 a week.

FORT COLLINS—Seat of Larimer County and center of unsurpassed agricultural and stock-raising country. Present terminus of Union Pacific line, recently completed to serve this rich territory. Directly north of Denver, 68 miles distant. Elevation, 4,994 feet. Population, 8,210, and the city is rapidly growing. Seat of Colorado Agricultural College. Plenty of good hotels. Beautiful residences. Modern business blocks. Automobile roads extend from this city to many of Colorado's favorite resorts. Fort Collins is the Union Pacific gateway to Estes Park, from which point it is reached by automobile over good roads, passing through the picturesque Big Thompson Canon.

FORT MORGAN—On Union Pacific, 99 miles east of Denver. Population, 3,100. Elevation, 4,319 feet. A prosperous, growing town, surrounded by rich agricultural land, on the South Platte River. Under a fine system of irrigation. The soil is unsurpassed for fertility. In this valley is produced excellent grain and large crops of alfalfa, wheat, oats, barley and corn, besides an abundance of vegetables. The Great Western Sugar Company has one of the largest and best sugar factories in the West here. Agriculture about Fort Morgan has received new impetus recently by completion of new irrigation enterprises in the surrounding territory.

GLENWOOD SPRINGS—Situated about 300 miles west of Denver. One of the famous year-around resorts of the United States. It has a splendid bath-house and an outside pool 700 feet long. The hot springs at Glenwood have several times the volume of flow of the hot springs of Arkansas, and are said to possess equal curative value. A hotel which is as attractive as any interior resort hotel in America is a feature. There is splendid deer and bear hunting within ten miles, and the automobile drives and horseback rides are splendid. Trappers', Marvine and the Hanging Lakes are within easy reach, and polo, golf and tennis are favorite amusements.

GLEY EYRE—In northern Colorado. Reached over Union Pacific from Denver to Fort Collins, thence by automobile; or to Laramie, Wyo., on the main line of the Union Pacific, west of Cheyenne, and thence by automobile. Automobile and stage connections made with Union Pacific trains for Gley Eyre at both places. Excellent fishing.

GOLDEN—County seat of Jefferson County, 15 miles west of Denver. Reached by trolley car or automobile. Elevation, 5,667 feet. Population, 4,000. Seat of Colorado School of Mines. Near mouth of Clear Creek Canon and other famous scenic attractions.



SOME COLORADO CITIES AND RESORTS

GRAND LAKE—15 miles from Granby on Moffat road and reached from Denver in a half day. Largest lake in Colorado. Boats for hire and good fishing.

GREELEY—Seat of Weld County, surrounded by most famous irrigated farming district in America. Home of State Normal School. On Union Pacific, 52 miles north of Denver. Two new lines of Union Pacific have recently been built east and north of Greeley, tapping rich agricultural territory to be irrigated by system now under construction. Population, 8,179. Elevation, 4,689 feet. A system of delightful residence sections, a splendid business town, with six hotels, four banks, flour mill, beet sugar factory, starch works, pickle factory, ice plant, canning factory, thirteen churches, two large parks.

HOME POSTOFFICE—At Colorado-Wyoming line. Reached from Denver over Union Pacific to Fort Collins or Laramie, Wyo., thence by automobile or stage. Good fishing in Poudre River. Mountain-climbing, hunting and camping. Excellent hotel accommodations.

JULESBURG—Seat of Sedgwick County, on Union Pacific, 197 miles northeast of Denver. Population, 1,000. Elevation, 3,458 feet. The town, which is growing rapidly, is surrounded by fine agricultural lands, much of which is now under irrigation. Large irrigation enterprise recently completed and others under way. Embraced in the Julesburg irrigation district are 28,000 acres of rich, black, loamy soil, which produces large crops of sugar beets. Water taken from South Platte River, on which Julesburg is situated, or from its tributaries.

KEYSTONE—Also known as Zimmerman's, from name of keeper of the resort. Reached from Denver over Union Pacific to Fort Collins, thence 55 miles by automobile or stage. Fare, \$3 each way from Fort Collins. Fine fishing and hunting and beautiful scenery.

LIVERMORE—100 miles north of Denver, on Lone Pine Creek. Reached by Union Pacific to Fort Collins, thence by stage or automobile, a distance of 25 miles. Fare, \$1 each way. Good fishing and hunting and beautiful scenery. Hotel rates, \$7 to \$12 a week.

MANITOU—80 miles from Denver, 5 miles from Colorado Springs, at the foot of Pike's Peak. Connected with Colorado Springs and Colorado City by interurban street car service. Reached from Denver by automobile or hourly train service. Many fine hotels. Famous mineral springs resort. Cottages for housekeeping, tents, camping facilities and mountain-climbing are afforded. Many delightful trips radiate from Manitou. One of the best places for enjoyment in the state.

MT. MORRISON—17 miles from Denver at altitude of 5,753 feet. On Bear Creek at foot of the main range. Good hotels and twenty beautiful walks and drives.

PINE GROVE—42 miles from Denver in Platte Canon. Hotel and cottages. Trout are big and camping is fine. Deer, bear and grouse near by.

PUEBLO—Manufacturing city, called "Pittsburg of the West" because of its great steel plant. The mills of the Colorado Fuel and Iron Company are located here, turning out over \$10,000,000 worth of finished iron and steel products annually. South of Denver 117 miles. Population, 50,000. Elevation 4,668 feet. Other big manufacturing establishments and large wholesale and jobbing houses. Its commercial advantage is due to location at the Royal Gorge gateway to western Colorado. In the famous Arkansas Valley, one of the most productive agricultural sections of the state.

ROSEMONT—24 miles from Colorado Springs on Cripple Creek Short Line. Cottages of from two to three rooms and boarding house. Good fishing.

RUEDI—On the Frying Pan River, 100 miles west of Denver. Splendid fishing and good accommodations.

RYE—At the foot of Mt. Baldi, 35 miles southwest of Pueblo, from which point it is most easily reached. Daily automobile service and frequent stage. Or it may be reached by rail to Graneros, thence by automobile. Hunting, fishing, mountain-climbing, horseback-riding and driving and other mountain recreations. Good hotels and reasonable rates.

STEAMBOAT SPRINGS—214 miles west of Denver. Altitude, 6,700 feet. Here are some of the best mineral springs in the country. The waters are said to be more valuable for curative purposes than some of the greatly patronized springs of Europe. Wild game of all kinds is plentiful in the surrounding mountains. Deer, bear and mountain lion are killed in large numbers. Trout fishing is excellent.

STERLING—Seat of Logan County. Prosperous agricultural city. Population, 3,100. Elevation, 3,922 feet. Thousands of acres of fertile land under a splendid system of irrigation. Mild and healthful climate. This rapidly growing city has substantial business houses and attractive residences, three newspapers, creamery station, cigar factory, bottling works, alfalfa meal mill, plaster mill, ice plant, canning factory and three hotels. On Union Pacific, 140 miles east of Denver, in the productive South Platte Valley.

TOLLAND—47 miles from Denver on the Denver, Northwestern & Pacific Railway (Moffat Road). Situated in beautiful Boulder Park. Trout fishing, excellent camping-grounds, hotels and tents. Rates, \$2.50 per day; \$15 per week.

TRINIDAD—Southern Colorado coal mining city, 214 miles south of Denver. Center of largest coal-producing mines in the state. Population, 12,000. Elevation, 5,982 feet. Manufacturing and extensive railroad shops.

WOOD'S LANDING—On the Colorado-Wyoming line. Reached from Denver to Fort Collins over Union Pacific, thence by stage or automobile. Good fishing in the Laramie River, and beautiful scenery.





THE UNION PACIFIC SERVICE

IT IS a far cry from the stage coach and the ox or mule caravan of the '60's and early '70's to the splendid trains of the Union Pacific Railroad, that now transport the traveler in palatial fashion from the North, East, South or West into Denver, at the foot of the majestic Rocky Mountains. Long ago the management of this railroad began to appreciate the marvelous qualities of Colorado from the standpoint of attractiveness to the traveler and tourist. No other road has expended anything like the sum of money for construction of new road and perfecting its equipment in Colorado in recent years that the Union Pacific has. During 1909 and 1910 this railroad spent millions of dollars in Colorado alone for new lines and improvements, and 1911 brought still greater developments.

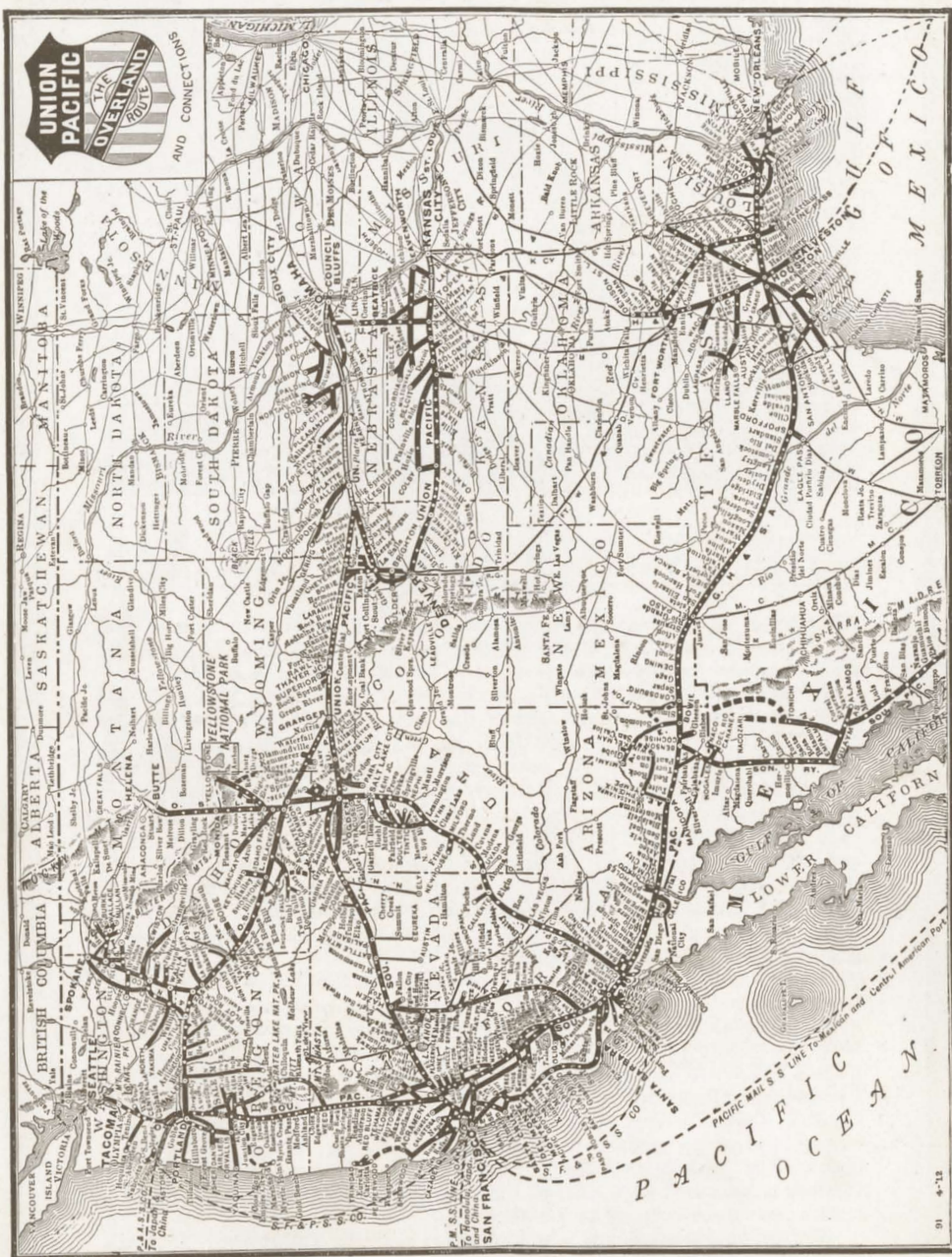
"Union Pacific efficiency" is in evidence everywhere. It is protected by Automatic Electric Block Safety Signals. This improvement cost several million dollars, gaining for the line a just reputation as one of the safest transcontinental lines in existence.

Many through daily trains are operated by the Union Pacific, The Standard Road of the West, from Chicago, St. Louis, Kansas City, Omaha and intermediate points, from California and Pacific Northwest Cities, and from Salt Lake City into Denver, affording service as nearly perfect as human ingenuity can devise. The Los Angeles Limited, San Francisco Overland Limited, Oregon and Washington Limited, St. Louis-Colorado Limited, Colorado Special and Denver Special, are equipped with every luxury known to modern railroading, conducive to safety, comfort and speed. The track is smooth, for the rails are of 90-pound steel, and the roadbed is ballasted with Sherman gravel, making it dustless. Grades and curves have been reduced to a minimum.

The Union Pacific is the new and direct route to Yellowstone National Park, affording tourists an opportunity to visit Colorado en route without inconvenience or delay. Write any representative for information.



THE STANDARD ROAD OF THE WEST



NEW AND DIRECT ROUTE TO YELLOWSTONE NATIONAL PARK

INFORMATION

About the various points of interest on The Standard Road of the West can be secured by addressing any of the following agencies of Union Pacific Railroad Company:

BOSTON, MASS., 176 Washington St.,
Willard Massey, New England Freight and Passenger Agent

CHICAGO, ILL., 230 South Clark St.
Geo. W. Vaux, General Agent, Passenger Dept.

CINCINNATI, OHIO, 411 Walnut St.
W. H. Connor, General Agent

CHEYENNE, WYO.
L. A. Broderick, Ticket Agent

CLEVELAND, OHIO, 305 Williamson Bldg.
W. H. Benham, General Agent

COUNCIL BLUFFS, IOWA, 520 W. Broadway
Wm. B. Richards, General Agent

DENVER, COLO., 939-41 Seventeenth St.
R. S. Ruble, Assistant General Passenger Agent

DES MOINES, IOWA, 310 W. 5th St.
J. W. Turtle, Traveling Passenger Agent

DETROIT, MICH., 11 Fort St. West
J. C. Ferguson, General Agent

HONG KONG, CHINA, Kings Bldg.
G. H. Corse, Jr., General Passenger Agent, San Francisco Overland Route

KANSAS CITY, MO., 901 Walnut St.
H. G. Kaill, General Freight and Passenger Agent

LAWRENCE, KANSAS, 711 Massachusetts St.
E. E. Alexander, City Ticket Agent

LEAVENWORTH, KANSAS, Rooms 9 and 11, Leavenworth National Bank Bldg.

LEWISTON, IDAHO
C. W. Mount, District Freight and Passenger Agent, O.-W. R. R. & N. Co.

LINCOLN, NEBR., 1044 O St.
E. B. Slosson, General Agent

LOS ANGELES, CAL., 120 W. Sixth St.
H. O. Wilson, General Agent

MILWAUKEE, WIS., 914 Majestic Bldg.
L. L. Davis, Commercial Agent

MINNEAPOLIS, MINN., 25 S. Third St.
H. F. Carter, District Passenger Agent

NEW YORK CITY, 287 Broadway
J. B. DeFriest, General Eastern Agent

OAKLAND, CAL., 1228 Broadway
H. V. Blasdel, Agent Passenger Department

OGDEN, UTAH, 2514 Washington Ave.
Paul Beemer, City Ticket Agent

OLYMPIA, WASH., 519 Main St.
J. C. Percival, Agent O.-W. R. R. & N. Co.

OMAHA, NEBR., 1324 Farnam St.
L. Beindorff, City Passenger and Ticket Agent

PHILADELPHIA, PA., 841 Chestnut St.
S. C. Milbourne, General Agent

PITTSBURG, PA., 539 Smithfield St.
J. E. Corfield, General Agent

PORTLAND, ORE.
Wm. McMurray, General Passenger Agent, O.-W. R. R. & N. Co.

PUEBLO, COLO., 412 N. Main St.
L. M. Tudor, Commercial Agent

ST. JOSEPH, MO., 505 Francis St.
C. T. Hummer, Assistant General Passenger Agent, St. J. & G. I. Ry.

ST. LOUIS, MO., 908 Olive St.
A. J. Dutcher, General Agent

SACRAMENTO, CAL., 804 K St.
James Warrack, Dist. Frt. and Passenger Agent

SALT LAKE CITY, UTAH
D. E. Burley, General Passenger Agent, O. S. L. R. R. Co.

SAN FRANCISCO, CAL., 42 Powell St.
S. F. Booth, General Agent

SAN JOSE, CAL., 19 N. First St.
F. W. Angier, Agent, Passenger Department

SEATTLE, WASH., 716 Second Ave.
J. H. O'Neill, District Passenger Agent, O.-W. R. R. & N. Co.

SPOKANE, WASH., 603 Sprague Ave.
A. MacCorquodale, Dist. Frt. and Pass. Agt.

TACOMA, WASH., 1119 Pacific Ave.
Wm. Carruthers, District Freight and Passenger Agent, O.-W. R. R. & N. Co.

TOPEKA, KANSAS, 525 Kansas Ave.
F. A. Lewis, City Ticket Agent

TORONTO, CANADA, Room 10, Dominion Bond Bldg.
J. J. Rose, Canadian Passenger Agent

YOKOHAMA, JAPAN, 4 Water St.
G. H. Corse, Jr., General Passenger Agent, San Francisco Overland Route

VANCOUVER, B. C.
D. E. Brown & McCauley, Ltd., Ticket Agents, O.-W. R. R. & N. Co.

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Passenger Traffic Manager

W. S. BASINGER
General Passenger Agent

W. H. MURRAY
Assistant General Passenger Agent

OMAHA, NEBRASKA

H. G. KAILL
General Freight and Passenger Agent

W. K. CUNDIFF
Assistant General Passenger Agent

KANSAS CITY, MO.

R. S. RUBLE
Assistant General Passenger Agent
DENVER, COLO.

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