

COLORADO FOR THE TOURIST



UNION PACIFIC

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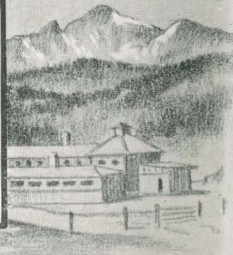

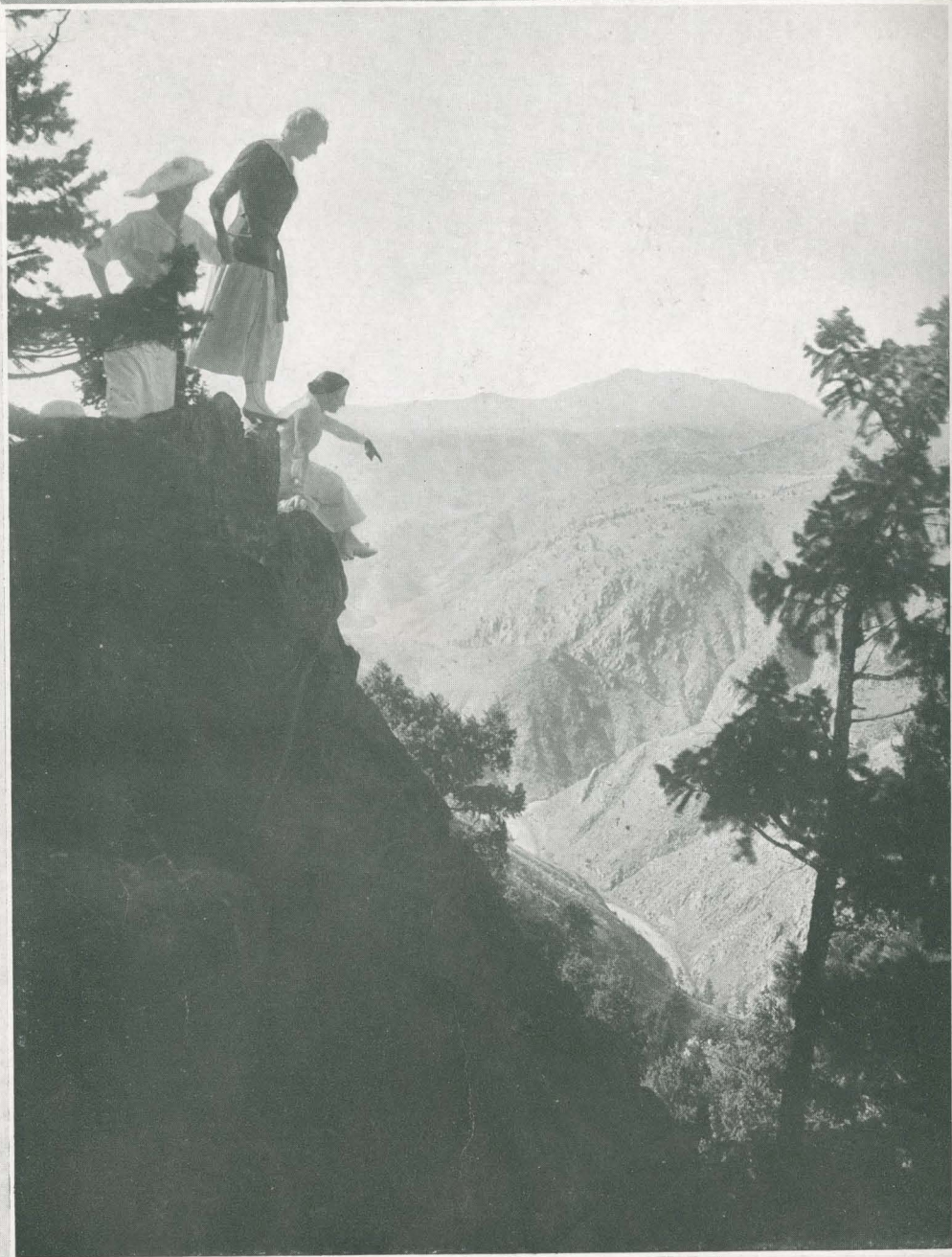
COLORADO FOR THE TOURIST

COLORADO

Land of Unrivalled Scenery

Of all the superb playgrounds of the peerless West none possess more charm or greater variety than those of Colorado. The vigor-restoring climate is a factor when those on vacation bent are considering where to go. No corner of the globe offers more attractions than this domain of the Rocky Mountains, where the Crest of the Continent attains its highest and most rugged altitudes, and the resort places and camping grounds accommodate every purse, whim or desire. Fishing and hunting in season are beyond compare. This book is a picture story of these exceptional summering places and of the most accessible of all our National Parks — Rocky Mountain National Park. Denver, the gateway to this wonderland, is less than thirty hours from Chicago via Union Pacific

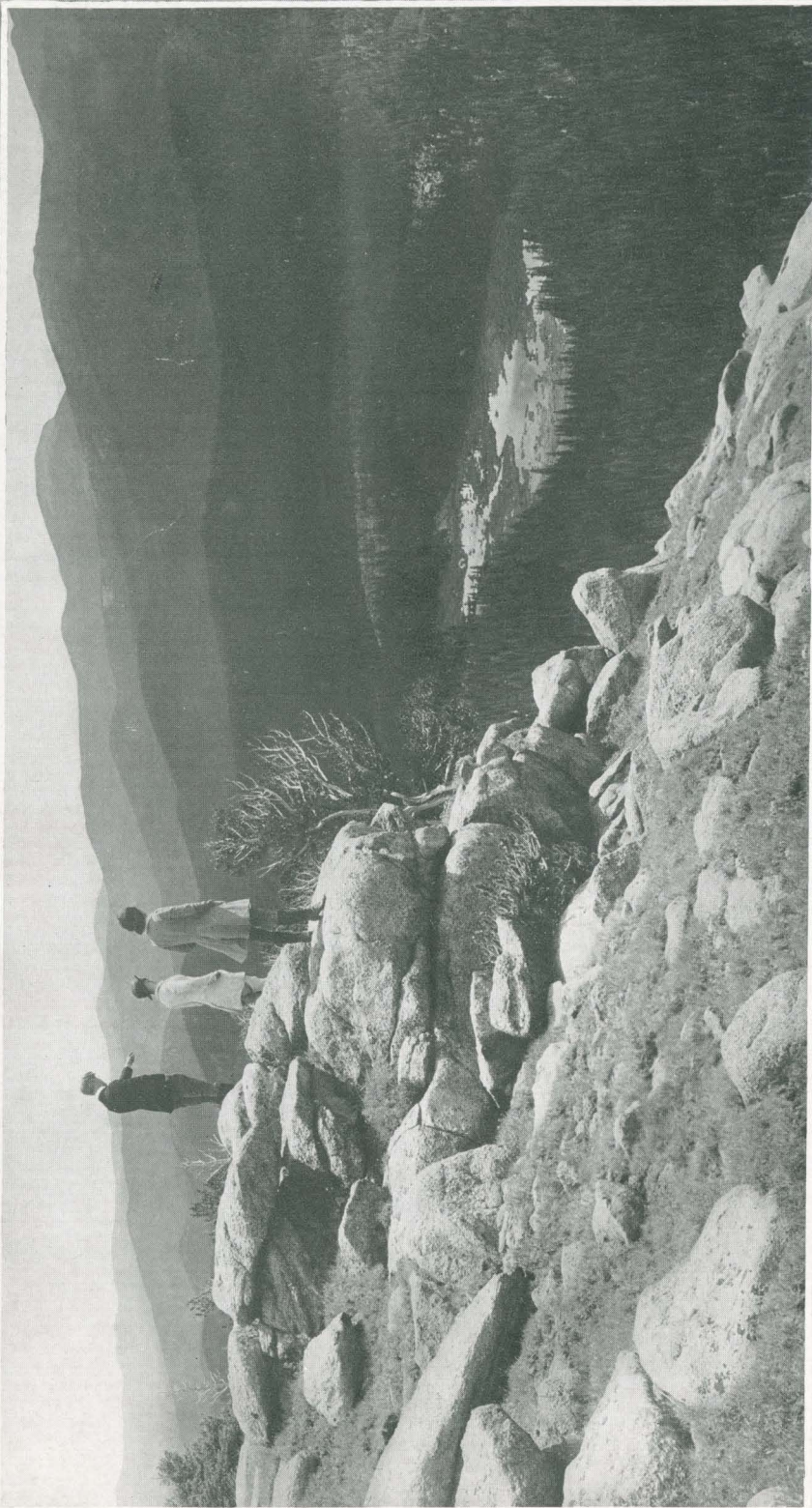




In Denver's Municipal Mountain Park, the seat from which Colorow, famous chief of the Utes, ruled his tribe. The ladies in the foreground have left their automobile but a stone's throw away and are looking in Clear Creek Canyon, with the stream 2,000 feet below. The peaks of the main range of the Rockies are visible in the distance. The foreground is only 20 miles from the city of Denver



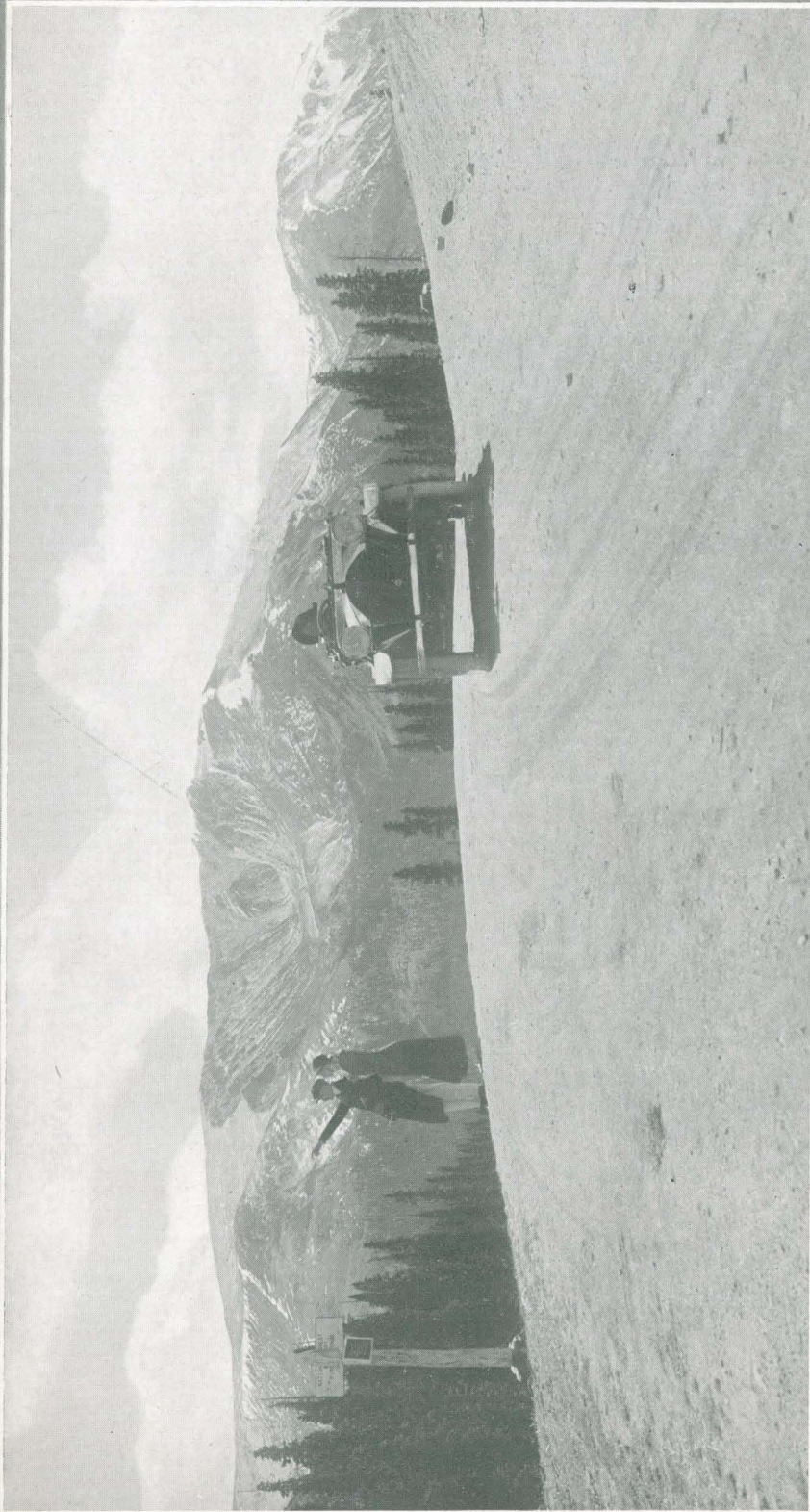
Horseback party on trail in Denver's Mountain Park. Entire families delight in this most healthful of recreations. Automobile has been exchanged for horses to complete the climb up Mount Evans. The round trip from the automobile limit to the summit is made in one day. Mount Evans is 14,256 feet high and is named after John Evans, one of the first governors of Colorado



On the road to Mount Evans, which is 50 miles west of Denver. There has been a strong movement made to have this wild and beautiful district converted into a National park. There are 50 lakes along the trail from Denver to Mount Evans. Surveys have already been made for the purpose of changing this trail into a first-class automobile road from Denver to the summit

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Berthoud Pass, over the main range of the Rockies, 50 miles west of Denver on the Trans-continental Highway to the Pacific Coast. The front wheels of the automobile are on the Atlantic Slope and the rear wheels are on the Pacific Slope. This pass is 12,000 feet high affording a splendid view of the main range of the Rockies in two directions, north and south



Dinner time at a temporary camp on the trail from Denver to Mount Evans. This point is 60 miles west of Denver. Automobiles and horses have been left behind only a few miles and this party is going to enjoy a "hike" to the top of Mount Evans, which is in the heart of the region of the proposed Denver National Park

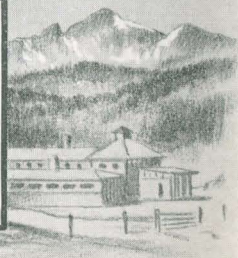


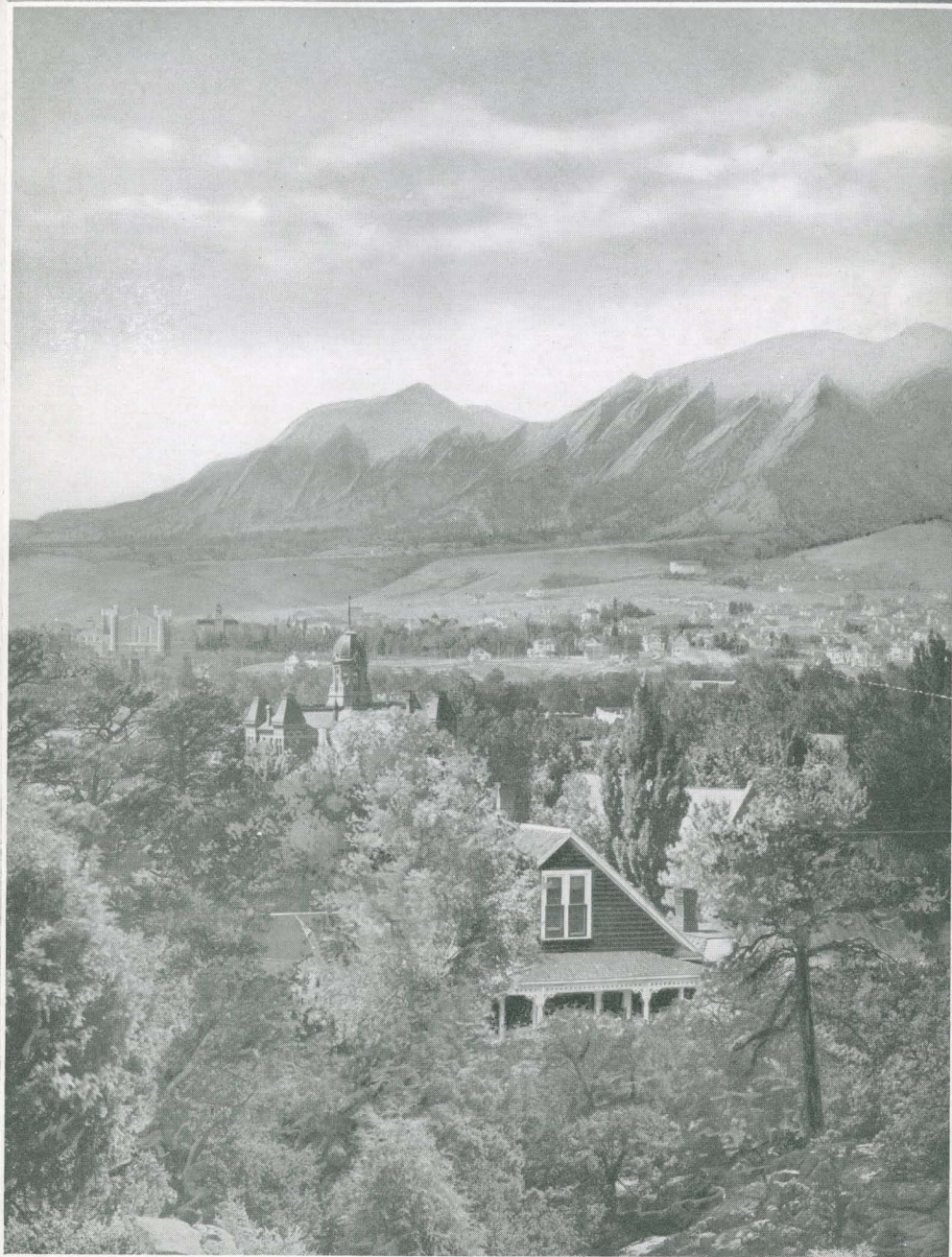
Corona, on the Denver & Salt Lake or "Moffat" Railroad, 60 miles west of Denver. This is the highest point reached by a standard gauge railroad in America, being 11,660 feet above sea level. Here the snow is perpetual and carloads of it are brought to Denver for snowballing on such occasions as the Fourth of July, summer carnivals, etc




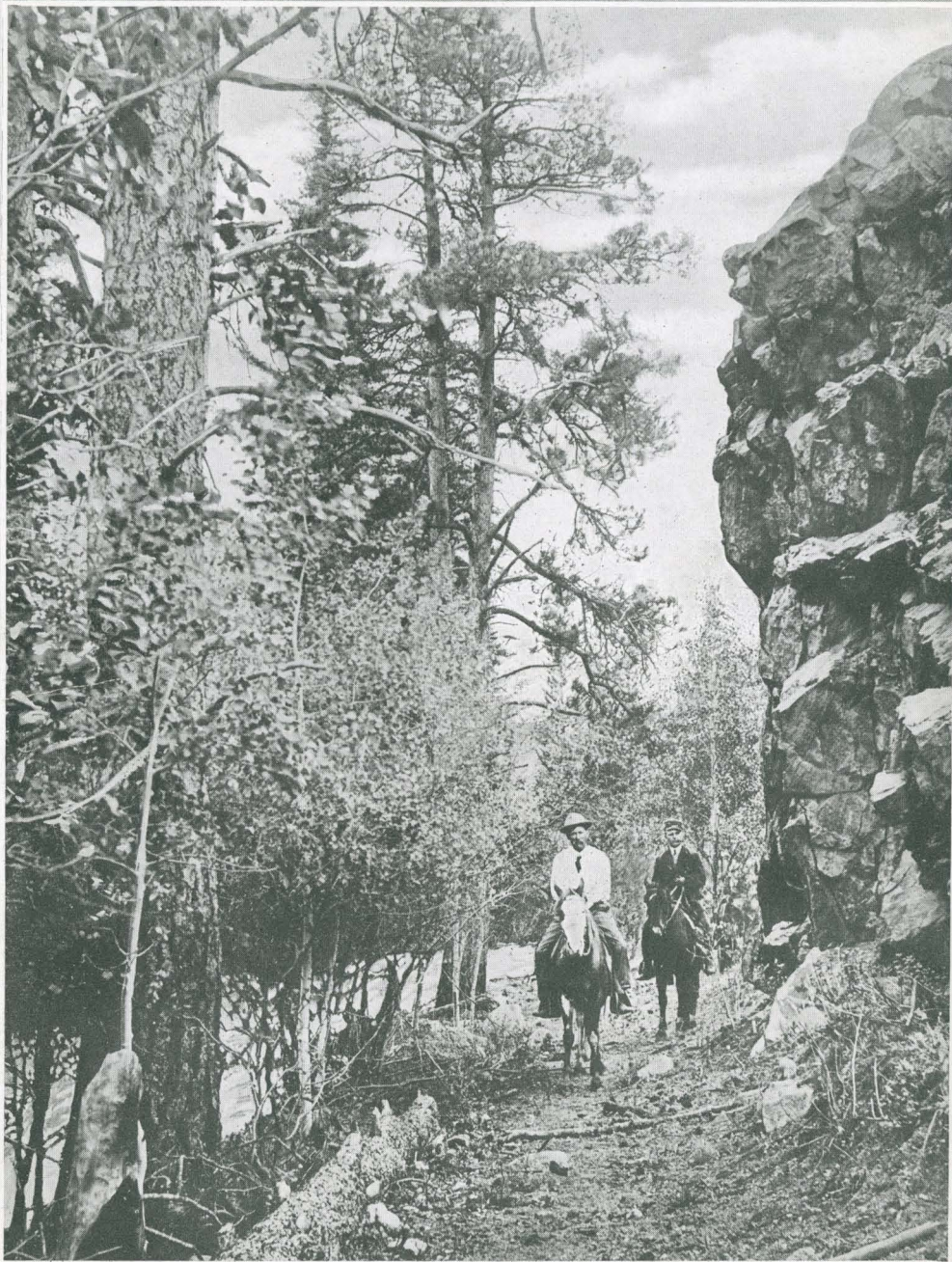
South Platte Canon, 30 miles west of Denver. Here there are a score or more of good hotels and resorts and the scenery ranks with the best in the Rockies. The South Platte rises only a few miles above this point, breaks onto the plains near Denver, and pursues a more placid course to its junction with the Missouri, traversing about 1,000 miles of mountain and plain

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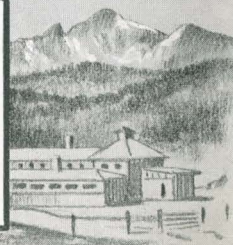




Boulder, seat of Colorado University and home of the Summer Chautauqua, is a city of 12,000 people. The University, which has on its rolls students from 43 states and several foreign countries, is rapidly becoming one of the foremost educational institutions in the West. From Boulder short trips may be taken into the heart of the mountains and to the gold and tungsten mines

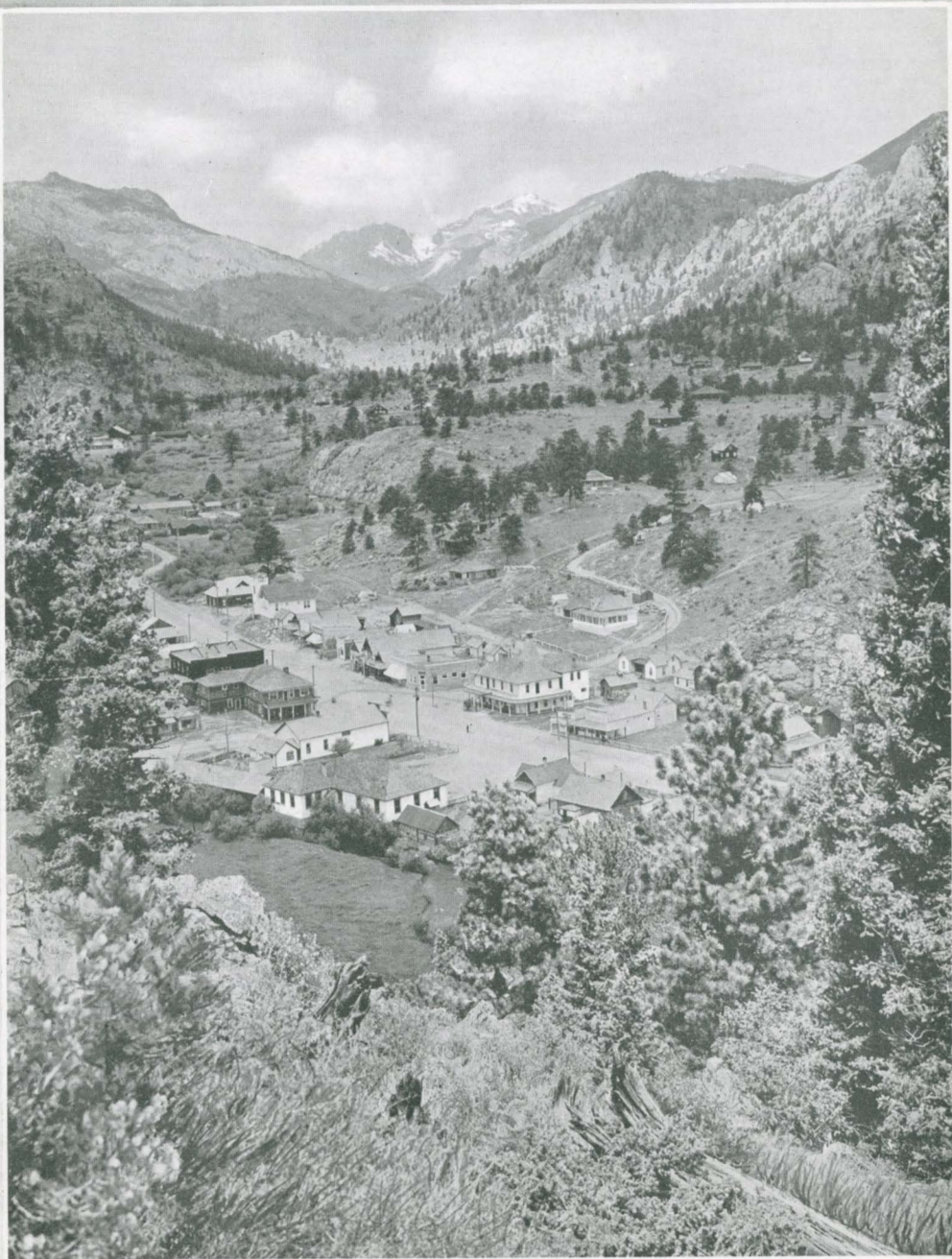


Cherokee Park, in Northern Colorado, is reached from Hermosa, Wyo., on the main line of the Union Pacific, and from Fort Collins, Colorado. Automobiles meet trains at these points and conduct travelers to the park. Horseback riding is one of the favorite pastimes and fish abound in the streams. Accommodations consist of a hotel and about twenty-five furnished cabins

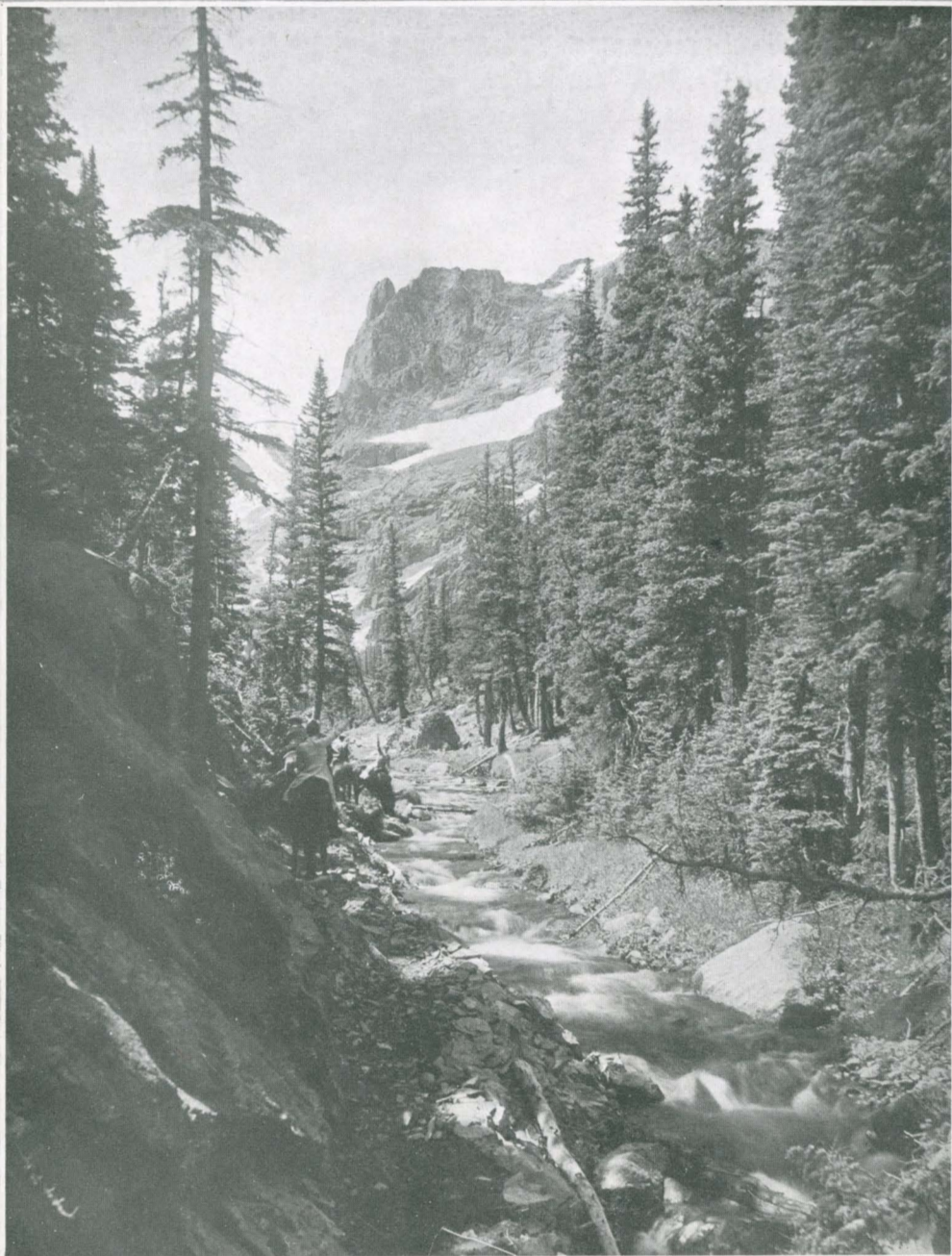




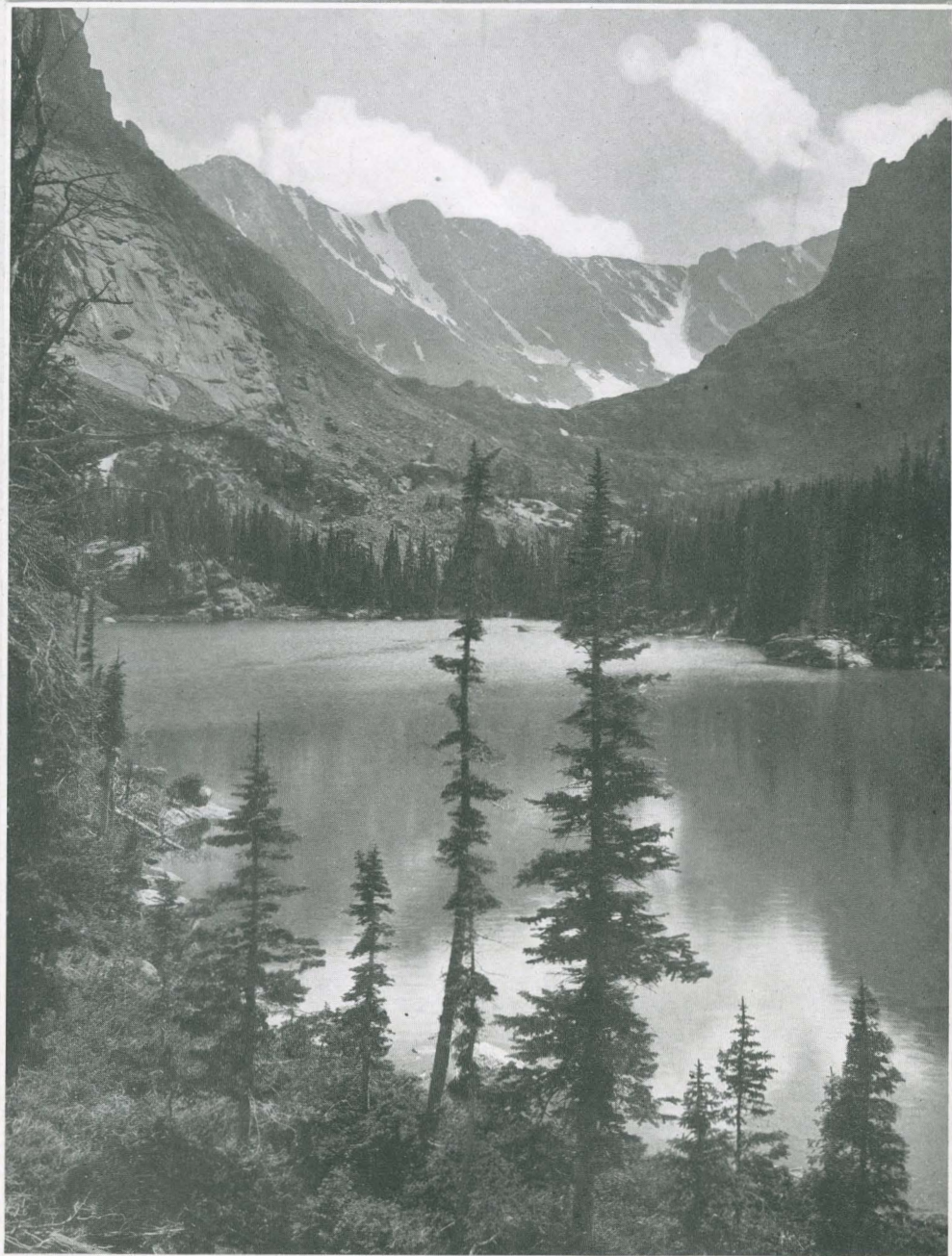
The Big Thompson River rolls turbulently between giant canyon walls and is paralleled for twenty miles by the splendid automobile road. Several miles of the river are shown here, with the smooth gravel road winding beside it like a serpent. The grade is comparatively light and is negotiated with ease by the big touring cars of the Rocky Mountain Parks Transportation Company



Estes Park village, at the door of Rocky Mountain National Park, nestles picturesquely at the opening of the horseshoe formed by mountain spurs projecting from the main range in plain view in the background. The village is cosmopolitan and has a summer population of upwards of 1,000 people. Its hotels, inns and boarding houses afford excellent accommodations. The picture shows the main business street



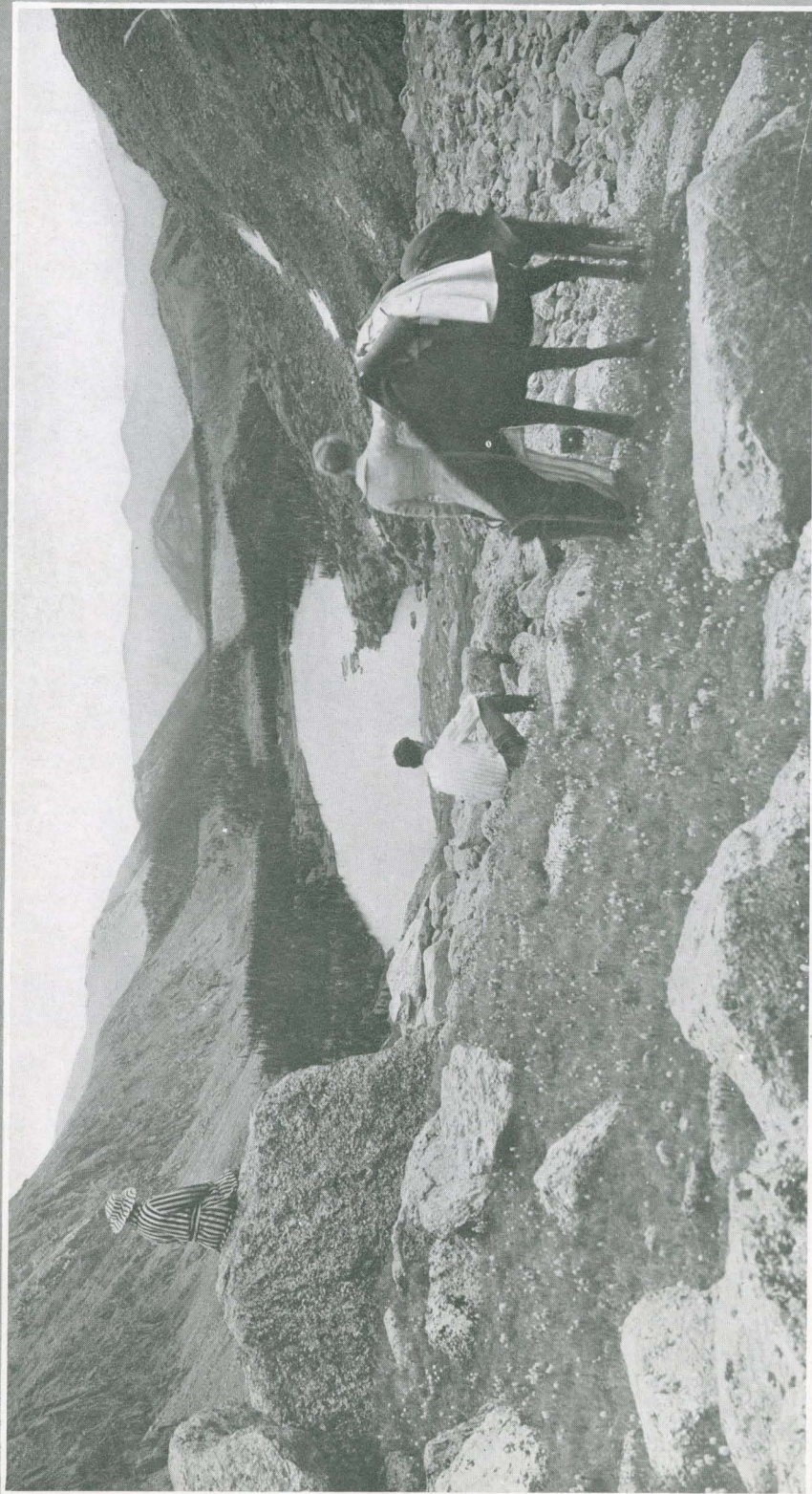
Notch Top Mountain and the headwaters of the Big Thompson River. This picture shows a horseback party following the stream to its source. Nowhere can be found more beautiful trails than those in Rocky Mountain National Park. A horse, after early breakfast, a steep mountain trail, an hour of unique enjoyment, and one may be back for late luncheon



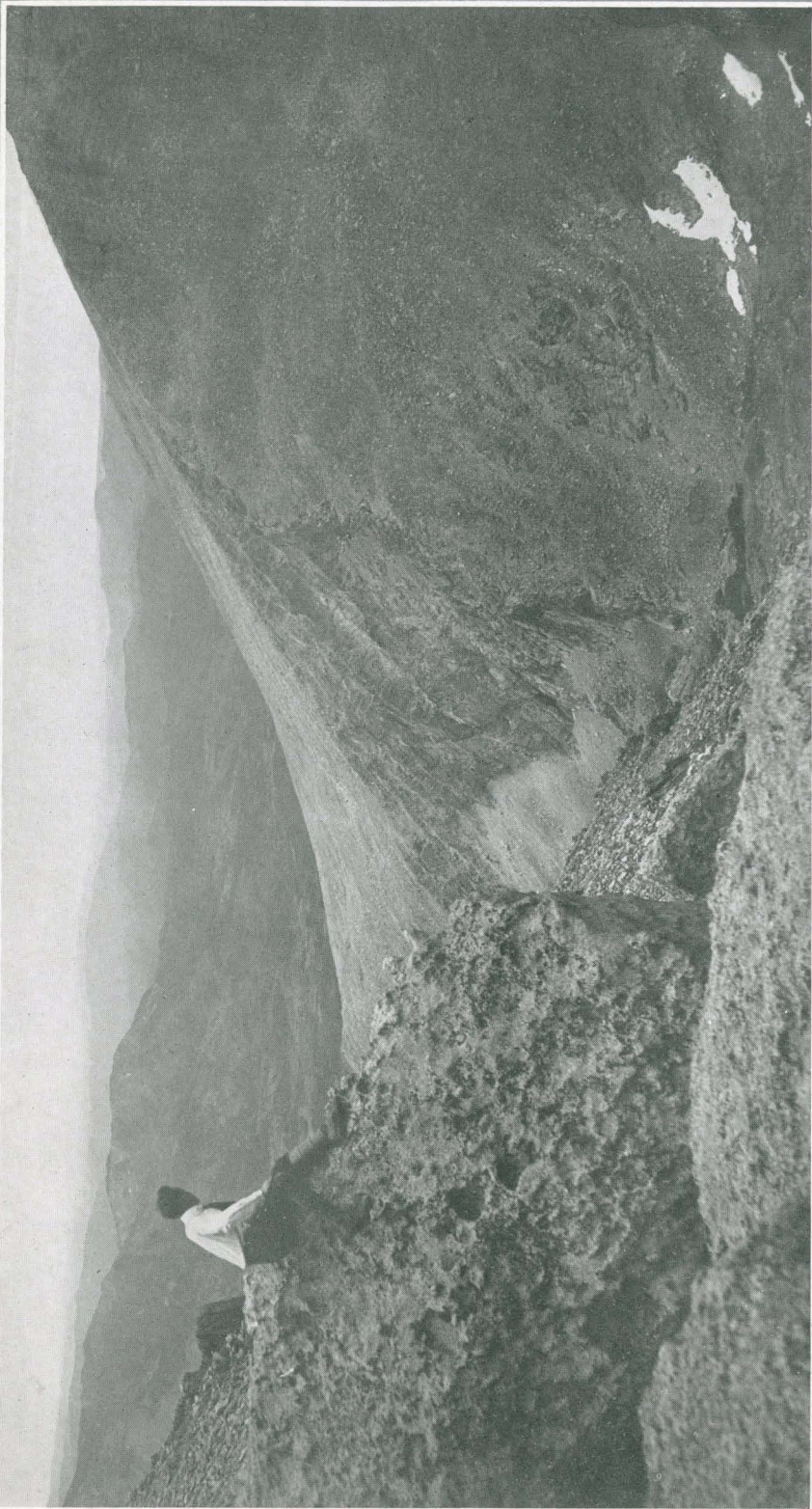
Loch Vale, or Vale Lake, is one of the most beautiful bodies of water in Rocky Mountain National Park. The view from the outlet of this lake includes Taylor Peak and Thatch Top mountain. This lake may be reached from Estes Park village in one day on horseback and included on the tour are also Bartholf Park, Glacier Creek and Bear Lake. The country here is as wild as the Himalayas



State road, built to connect Estes-Rocky Mountain National Park with Grand Lake, on the west slope of the Continental Divide. The road is a wonderful feat of engineering following the route used by the warring Indian tribes, the Utes and Cheyennes, in the last century. They called it Never-No-Summer land because it is close to the region of perpetual snow. It is expected this road will be completed during 1917



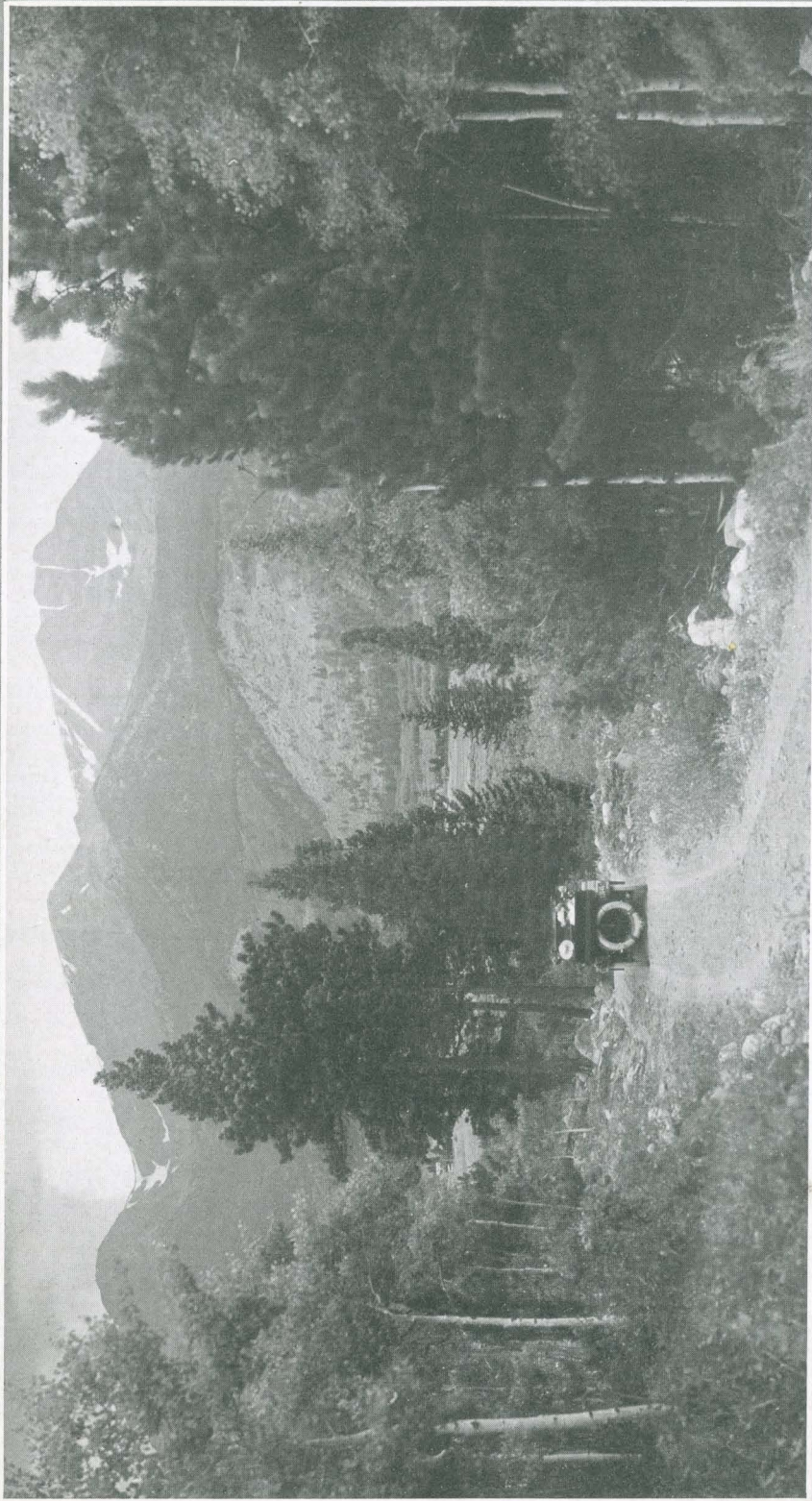
One of the beautiful lakes at Timberline 11,500 feet. The point at which the timber ceases to grow is plainly visible, as is the carpet of wildflowers in the foreground. There are some 200 lakes in the Park, all of glacier formation. Altitudes that are barely accessible in Switzerland are easily reached in Rocky Mountain National Park



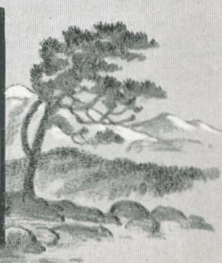

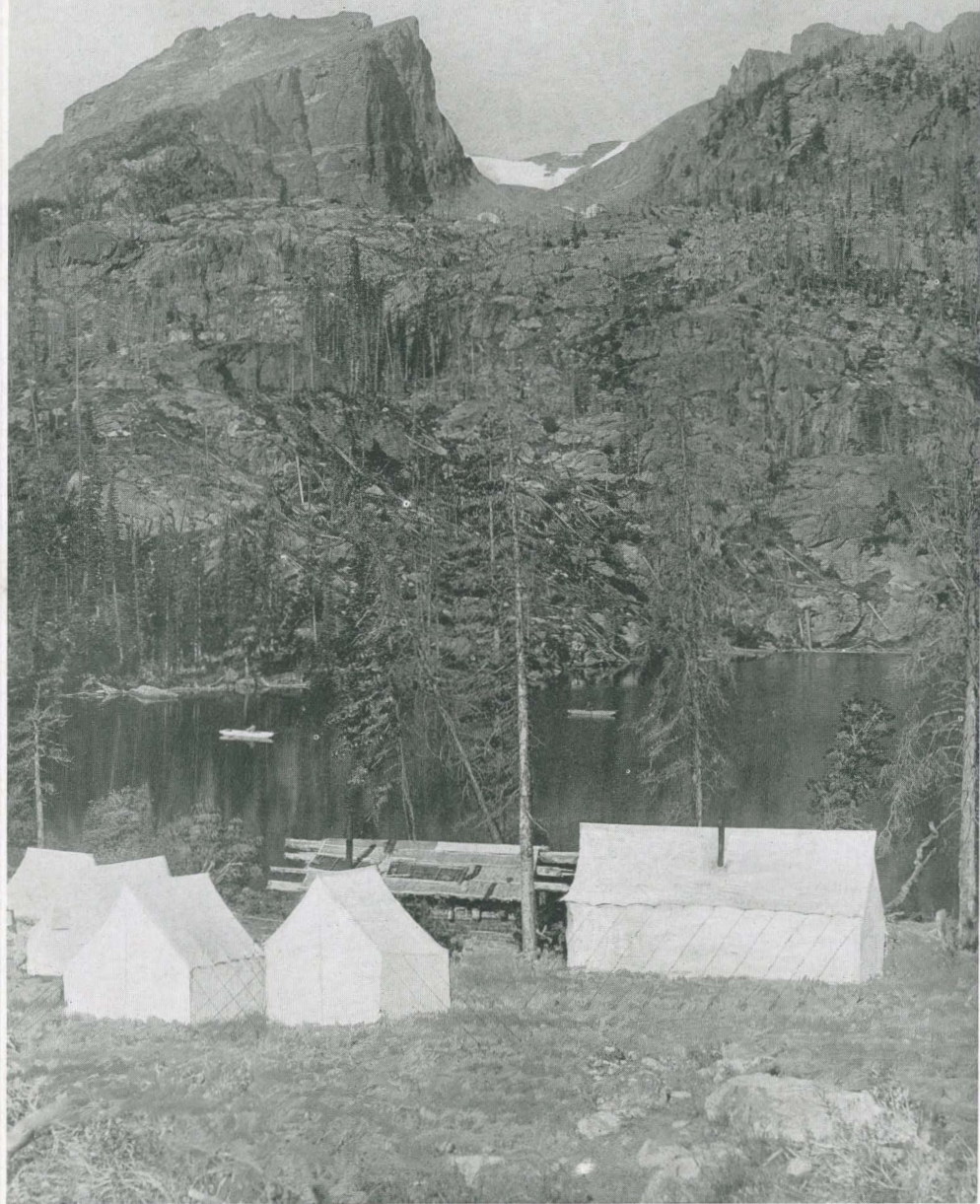
Viewing the Continental Divide from a high point in Estes-Rocky Mountain National Park. A typical lake is seen far below in the canon. Here there are more than fifty peaks with summits that are higher than 12,000 feet. A number of these are about 13,000 feet high and a few rival Long's Peak which is 14,255 feet high



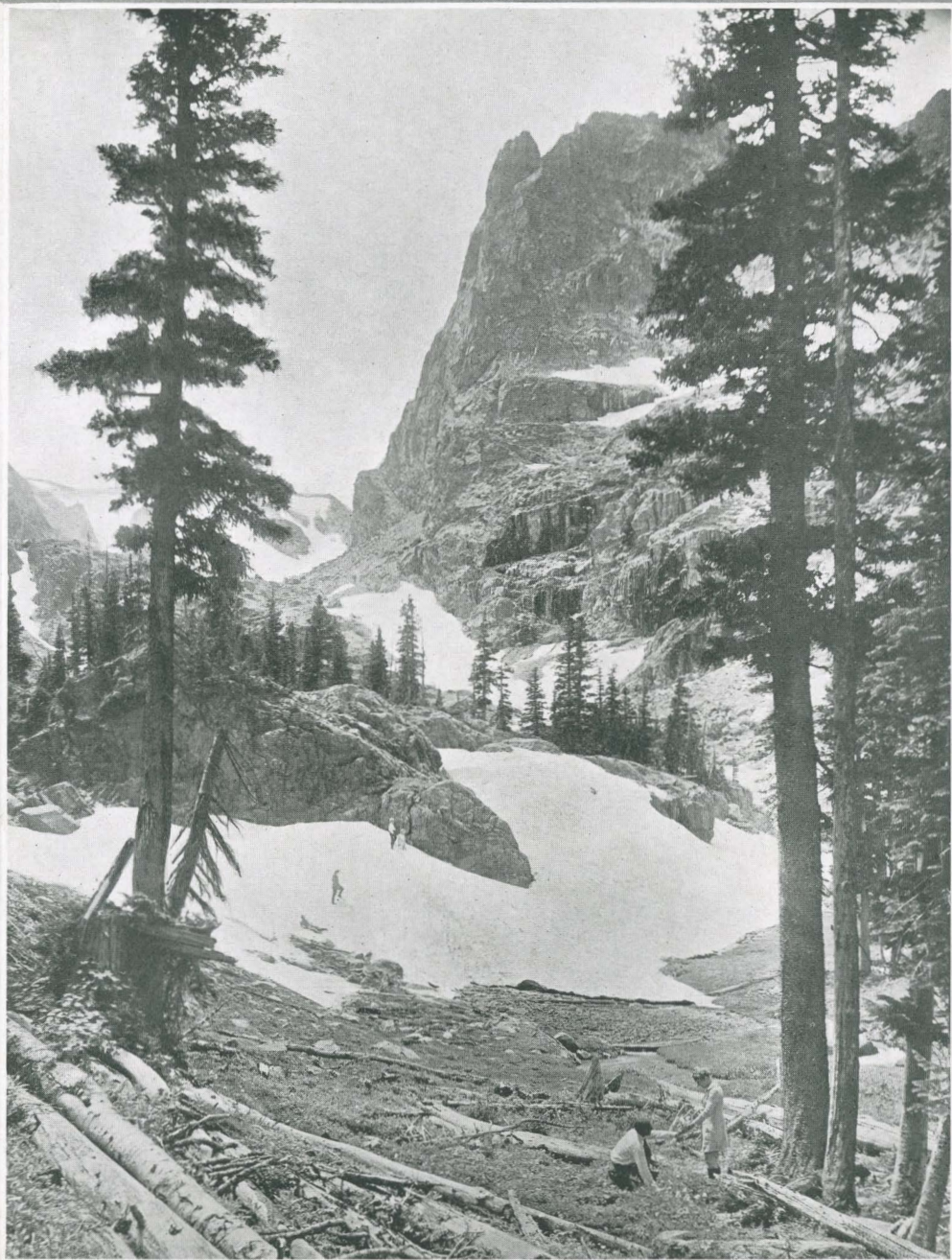
One of the great routes over the Continental Divide is through the doorway known as Berthoud Pass, and to reach it there have been miles and miles of wonderful road built around mountain peaks, skirting the edges of chasms, following gorges up to their beginning, penetrating the mountain forests, and finally emerging high up on the roof of the range



From the region of flowers to that of perpetual snow, with both in plain view, is the rule and not the exception in Rocky Mountain National Park. At the left center of the picture may be glimpsed Enos Mills' Long's Peak Inn, from which Long's Peak climbing parties are equipped with outfits and guides. The climb and return is made in less than a day by young and old



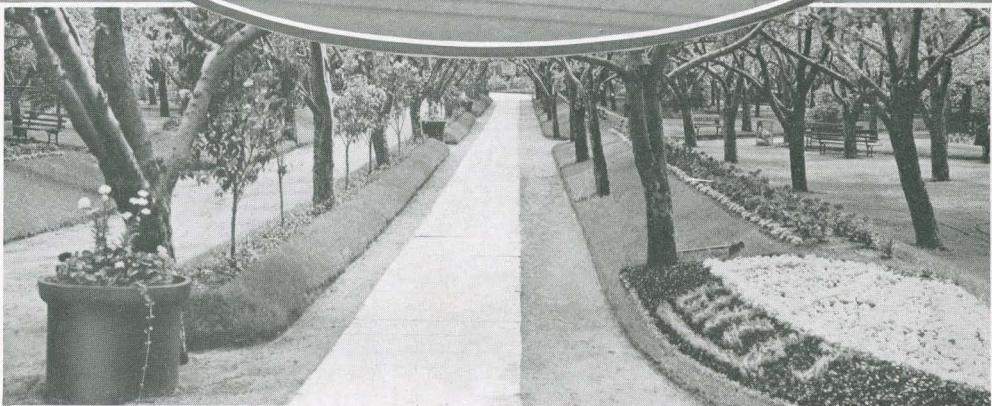
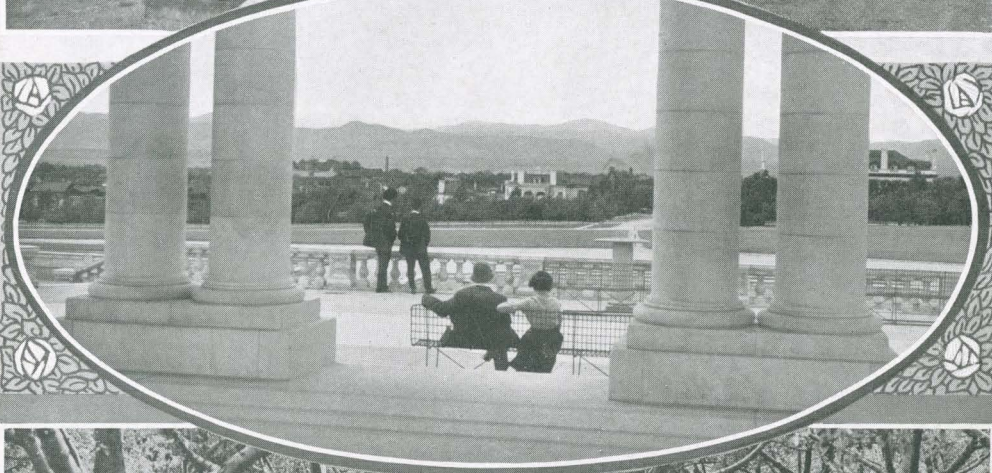
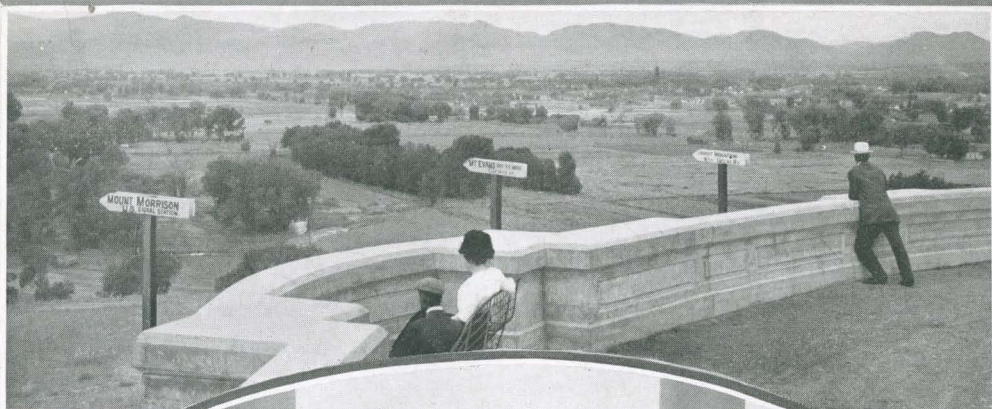
Bear Lake and Halletts Peak. Halletts is one of the highest peaks in Rocky Mountain National Park but the ascent is comparatively easy. The summit commands a remarkable view both north and south along the Continental Divide. The western view includes a number of rugged mountain peaks while to the east the great prairie of Colorado may be seen



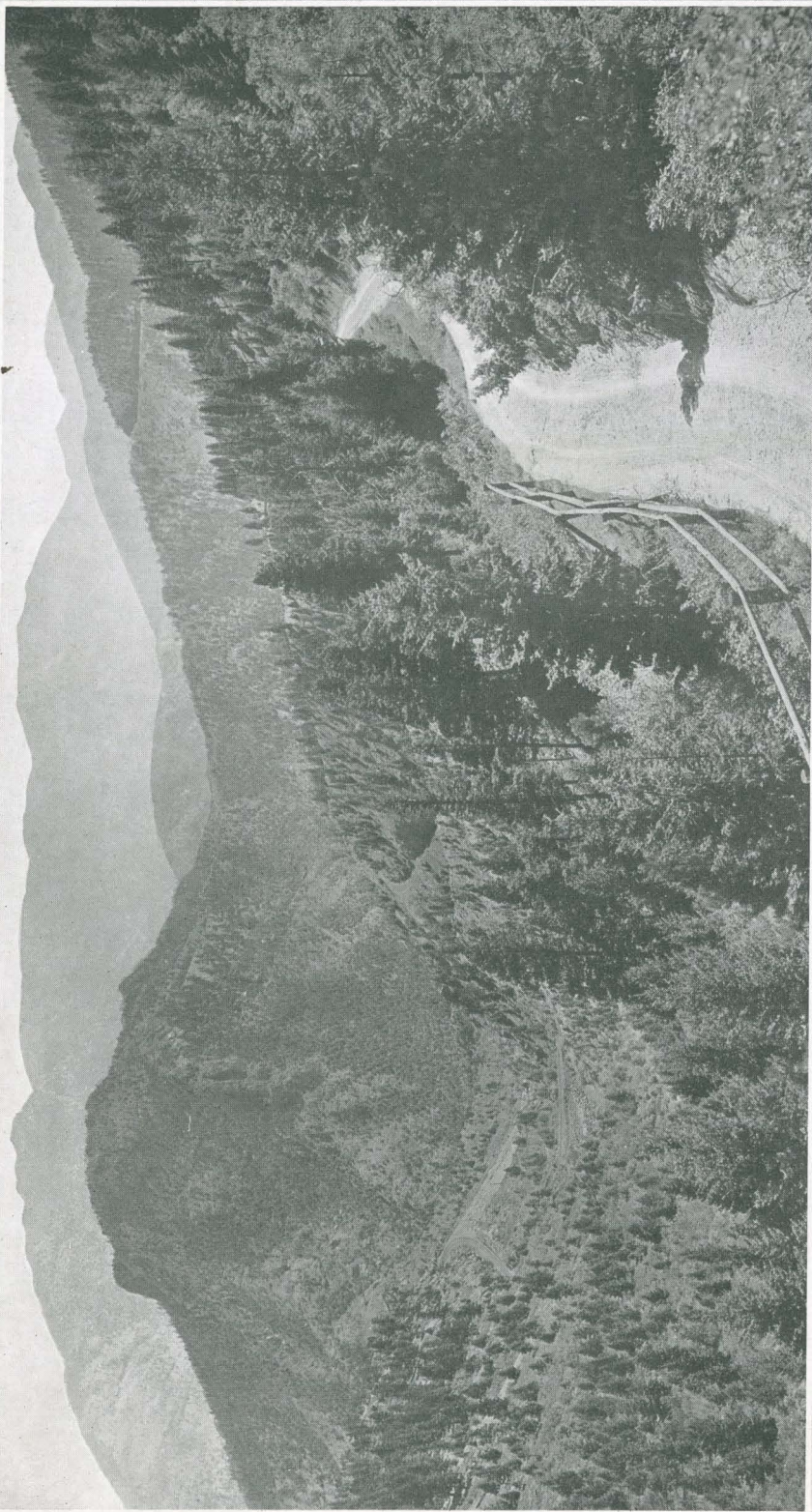
At the foot of Notch Top Mountain, in Rocky Mountain National Park, you may experience the unusual diversion of plucking wildflowers from the edge of snowbanks. The scenery here does not vary much with the seasons. In summer time such conditions are almost unbelievable to the heat-oppressed Easterner or Southerner. The encrusted snow forms a firm footing and walking is easy



Wildflower Land in Rocky Mountain National Park. More than a thousand varieties of wildflowers grow at all altitudes up to 12,000 feet and their many hues color the landscape in gorgeous fashion. Parties are organized to go for wildflowers and they return with arms filled with the sturdy blooms, that find their perfection in the cool alpine atmosphere



New features of the city's Municipal Mountain Park are a free trout fishing stream in which 200,000 trout are placed annually and a free auto camp with free wood and running water. The city has placed herds of deer, elk and buffalo in this park and the surplus as the herds increase will be turned over to the state for its game preserves. This park is situated 20 miles west of the city in the foothills of the front range

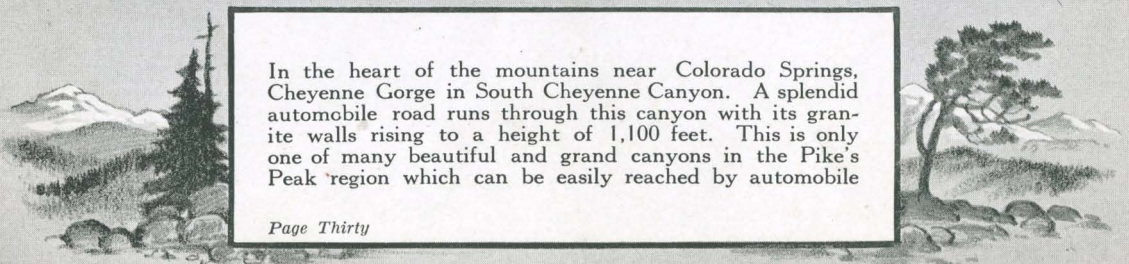
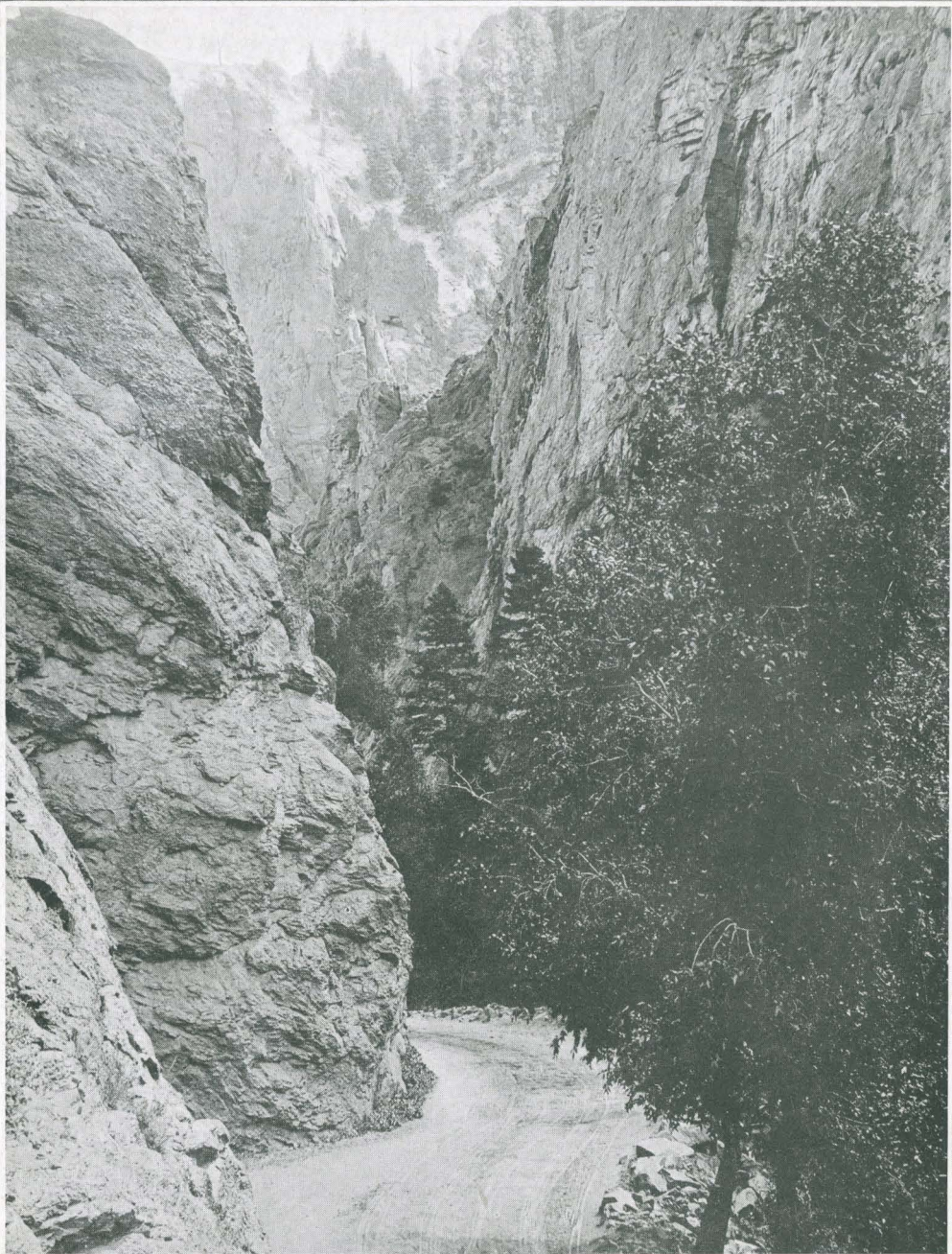


On the "High Drive," Colorado Springs. Working its way through the depths of North Cheyenne Canon winding up over the ridge, and descending through Bear Creek Canon the "High Drive" is one of the most remarkable roads owned by any American municipality. It was built by the late General William J. Palmer, founder of the city of Colorado Springs

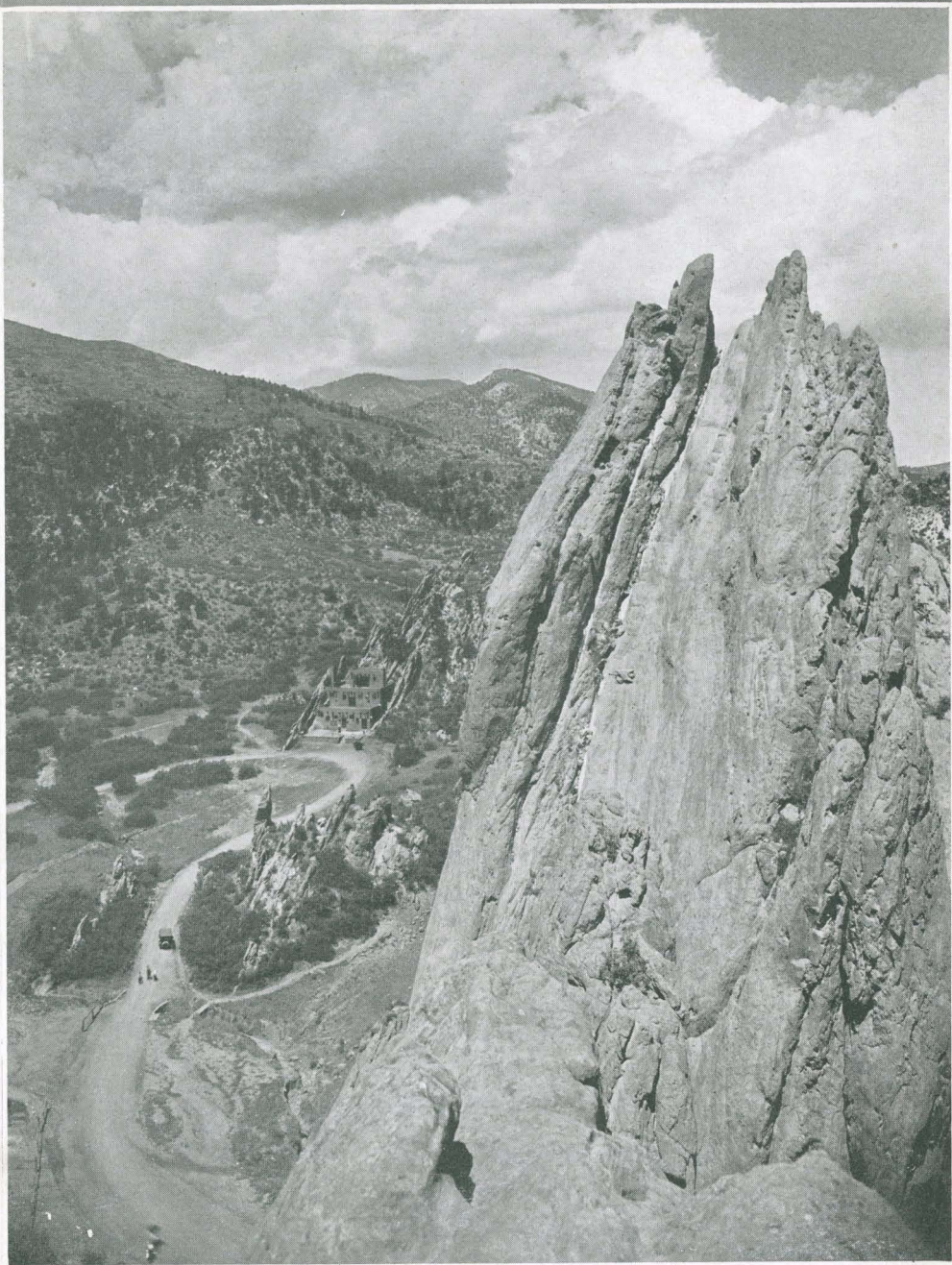


An automobile highway to the summit of Pike's Peak, 14,109 feet above sea level, is the latest and most notable achievement in road-building. This is the world's highest highway to the top of America's most famous mountain and is a triumph of engineering skill. The average grade is 6 per cent; the maximum 10 per cent; the roadbed is 20 feet wide

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In the heart of the mountains near Colorado Springs, Cheyenne Gorge in South Cheyenne Canyon. A splendid automobile road runs through this canyon with its granite walls rising to a height of 1,100 feet. This is only one of many beautiful and grand canyons in the Pike's Peak region which can be easily reached by automobile

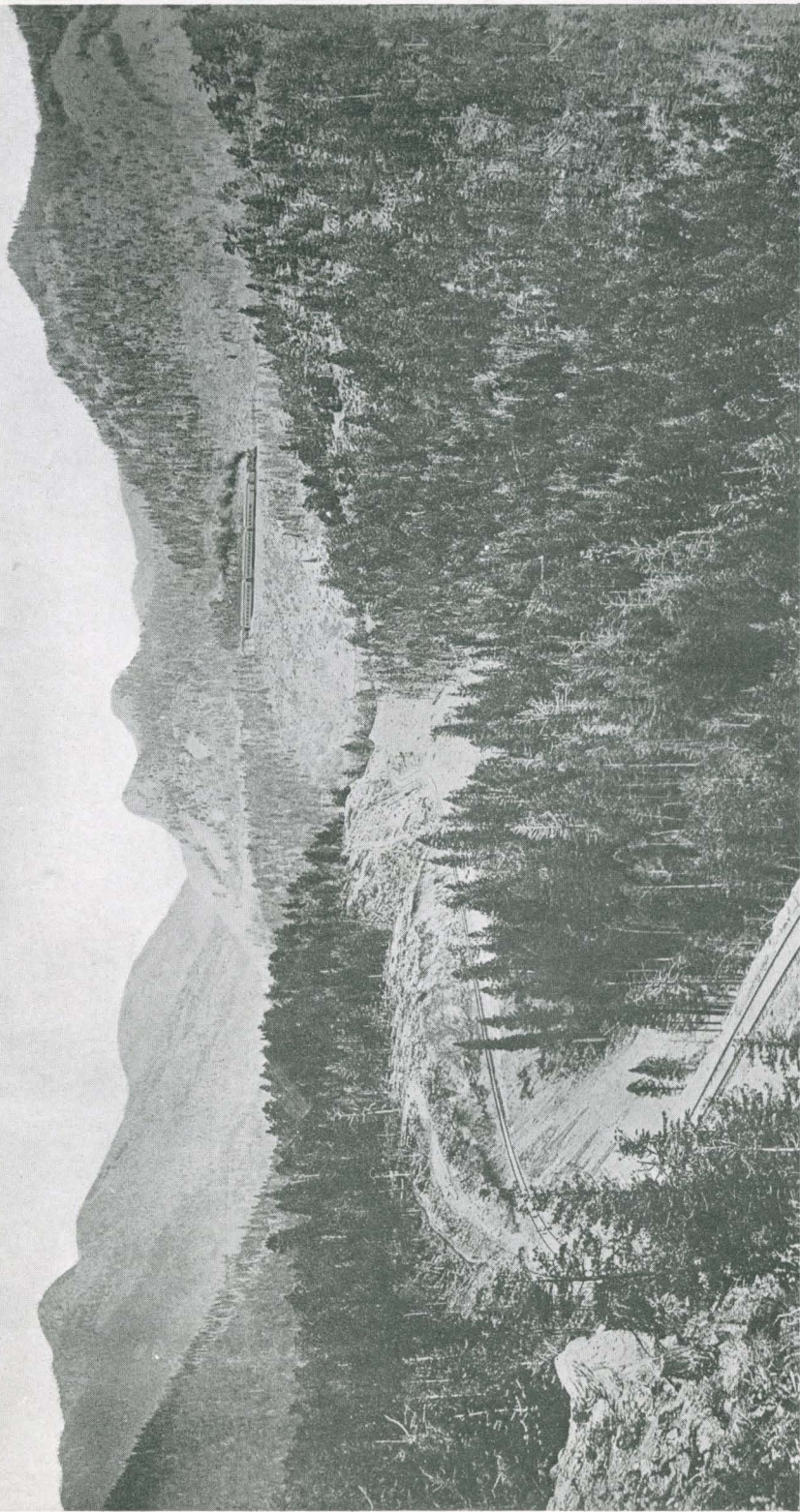


The wonderful and impressive formations of the Garden of the Gods have long made this known as one of America's scenic miracles. It is a part of the Colorado Springs park system and this great Natural Park contains many strange creations of long past geological ages. Recently a unique rest house, known as the Hidden Inn, has been erected by the Park Commission of Colorado Springs

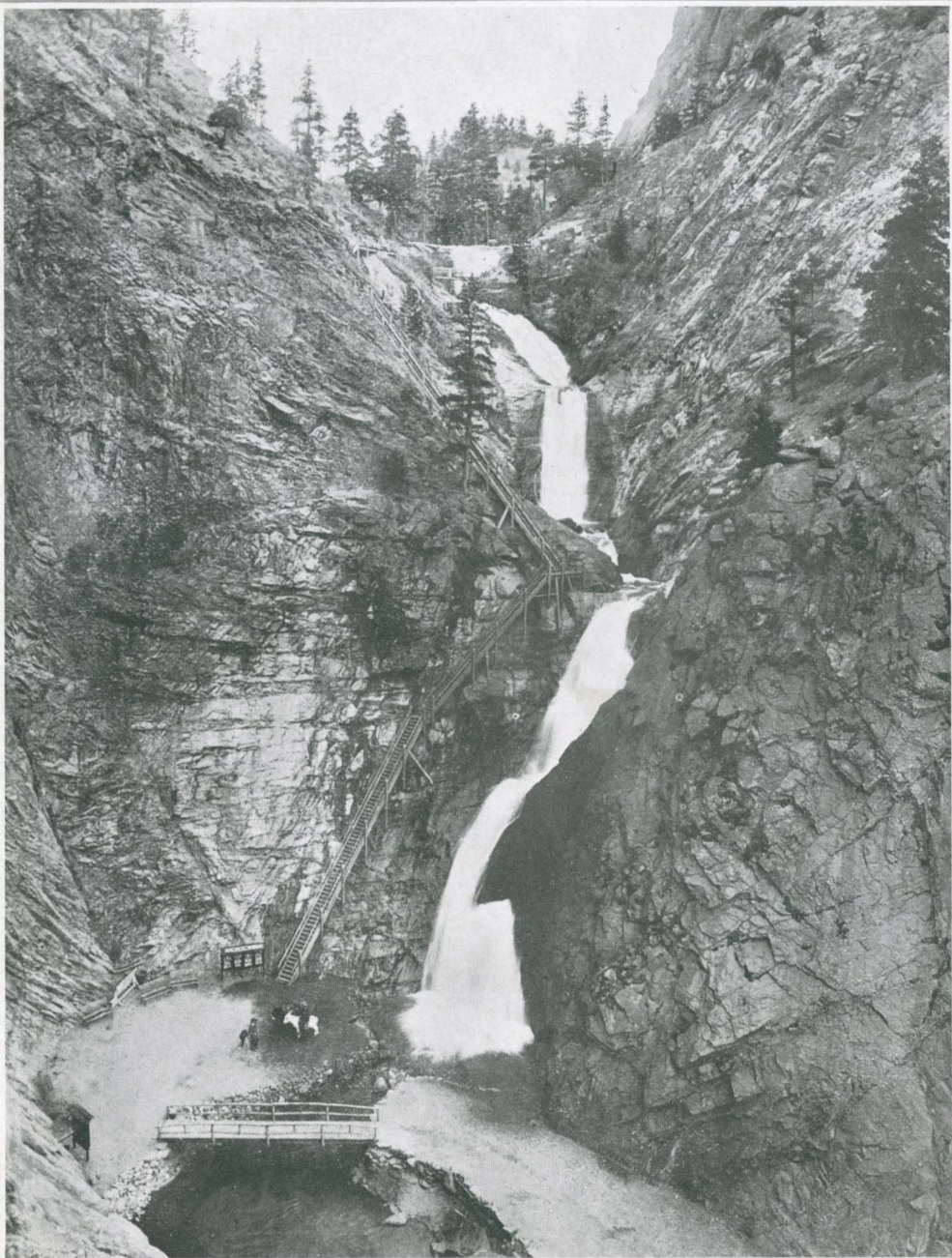
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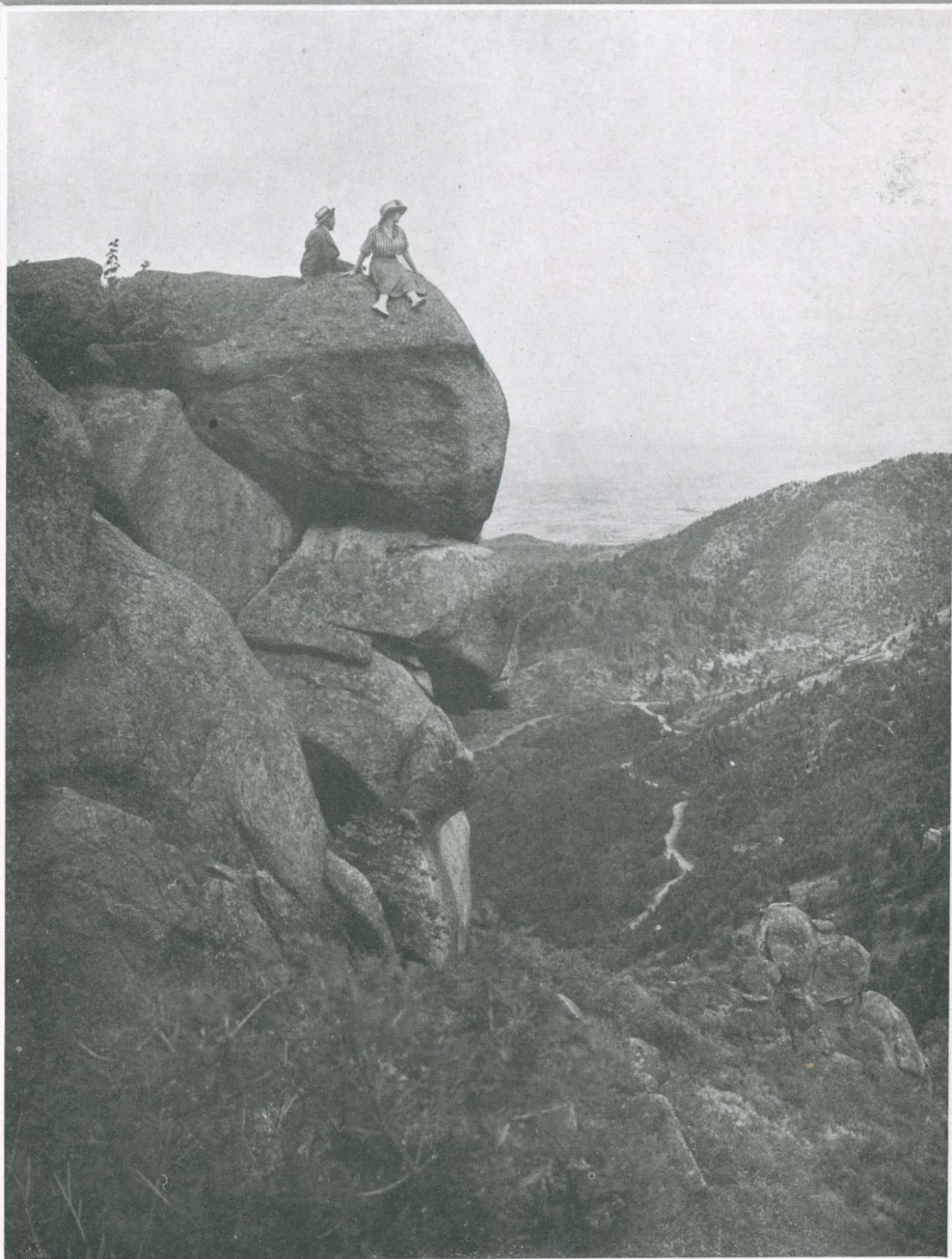
A Cog Road train climbing to the summit of Pike's Peak, the highest mountain in America whose summit is reached by a railroad. The Cog Road is unique in construction. From the Manitou station to the summit the road overcomes an elevation of 7,518 feet. The exact length is 47,992 feet and the average grade is 25 per cent. The roadbed is built of solid rock




Observation Point on the Cripple Creek Short Line. A 50-mile climb up and over the backbone of the continent is given in the scenic ride from Colorado Springs to Cripple Creek, the trip which has been termed "the one-day trip that bankrupts the English language." Cripple Creek is the world's greatest gold mining camp, having produced more than \$250,000,000 in gold

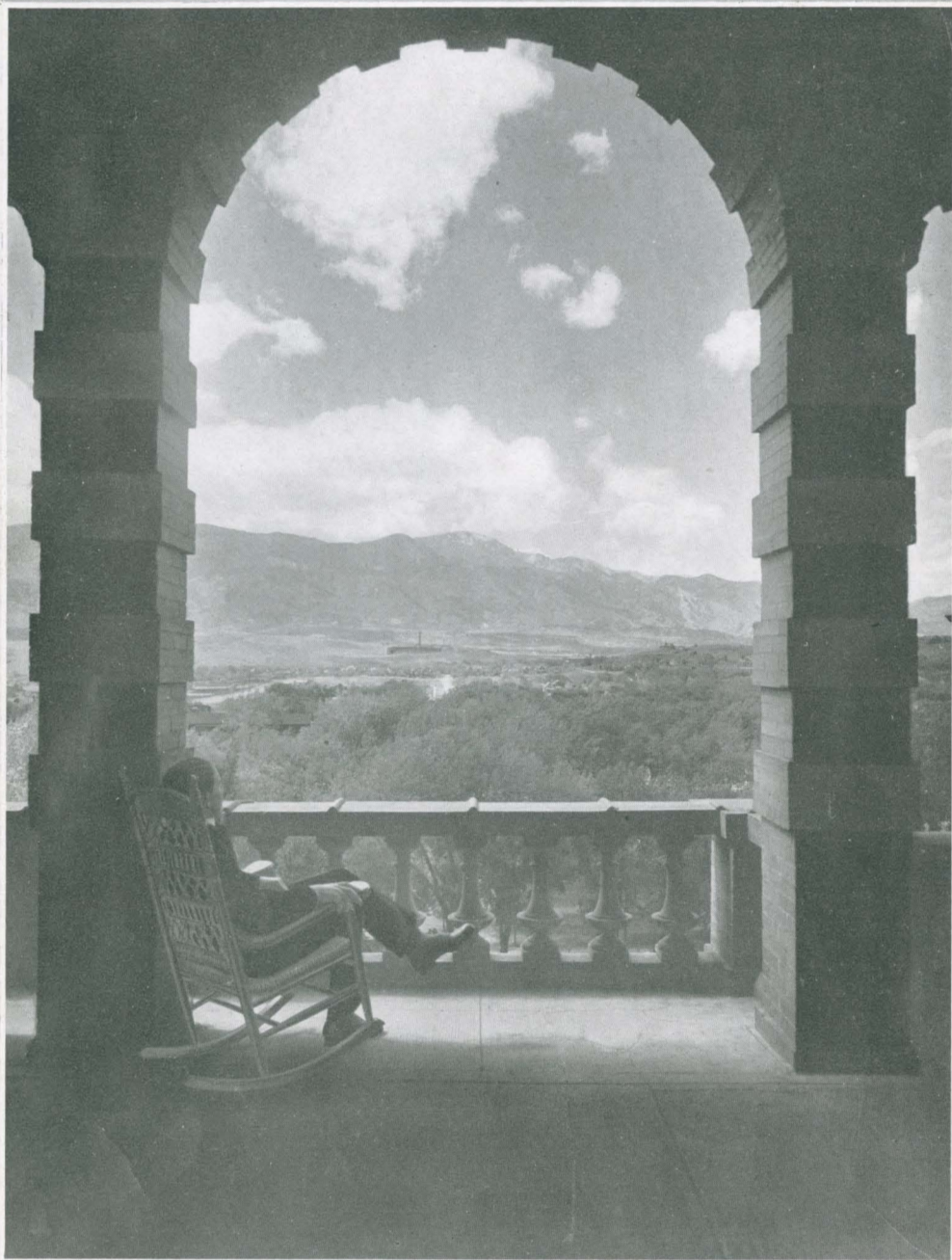


At the head of South Cheyenne Canyon, four miles southwest of Colorado Springs, are the beautiful Seven Falls. This canyon, with its rugged granite walls and its stupendous grandeur, was the favorite retreat of Helen Hunt ("H. H.") Jackson, author of "Ramona" and other books



The Crystal Park Auto Road at Colorado Springs and Manitou, offers one of the finest automobile rides in the Rockies. The road was blasted out of the solid rock of the mountain side. Its wonderful panoramic vistas spread before the eye an all-inclusive view of the Pike's Peak region. The upper stretch resembles a ribbon tossed haphazard over the hills





View of Pike's Peak from one of the hotel porches in Colorado Springs. The summit of Pike's Peak is 14,109 feet above sea level and it is easily reached from Manitou, which is six miles from Colorado Springs; a twenty minute ride by automobile or electric car. The snow on the peak, which is constant, and the clouds are curiously intermingled in the picture



(Upper) Colorado Mountain Club climbing, Gray's Peak, (Lower). On the Continental Divide between Gray's Peak and Mount Edwards. Grays 14,341 feet and Torreys 14,336 feet in background, Clear Creek Pike National Forest, Colorado. The National Forests of Colorado contain 20,344 square miles and include 40 of the 54 named parks of the United States exceeding 14,000 feet in height

WHATEVER else Colorado may be—whether leader among precious metal producing states or producer of richest crops of fruit and grain—it will also always be the mecca of the heat-oppressed and scenery-loving American tourist.

Colorado is learning, like Switzerland, to capitalize its marvelous scenery. Its citizens realize that with all its native gold, the Centennial State, with its wealth of climate, health and picturesque settings, is, after all, first and foremost, the logical playground of the Continent.

Colorado has many advantages over Switzerland. Altitudes that are barely accessible in the European republic are reached with greatest ease in Colorado. Whereas, in the Alps it is almost as much as one's life is worth to ascend to 10,000 feet, in Colorado the traveler finds two of the greatest mining camps in the world at that approximate height—Leadville being slightly higher and Cripple Creek a trifle lower. Each is a modern city and their combined production of metals has added more than \$700,000,000 to the wealth of the world.

The snowy peaks, silvery mountain streams and shimmering lakes, set like jewels in the mountain sides, together with other attendant charms of Colorado, rank with those of any other high altitude territory in the world. Added to these is an advanced degree of civilization, with comforts and conveniences of living and travel that are unexcelled.

Denver, the capital of Colorado, is the natural gateway to the Rocky Mountains, at the foot of which it lies. At present there are 38 of the most highly attractive scenic tours of the continent that may be made from this city. There are scarcely any of these which cannot be made, either by train or motor, at any season of the year. Although Colorado's summers are incomparable, it is a widely known fact that fall, winter and spring in that state are equally delightful.

Denver has a population of 260,000, according to the Federal estimate for 1917. Its altitude is 5,280 feet—one mile—and its climate is ideal.

**Denver is
the Mecca
for the
tourist**

This metropolis of an area covering about one-fourth of the United States, is thoroughly cosmopolitan in every respect. Denver has more than 200 hotels, with accommodations for 50,000 people daily which form an essential part of that city's equipment for the handling of its thousands of visitors. Also there are more than 1,000 boarding houses, where good rooms and board may be obtained at rates lower than at the hotels. The cost of living is not higher than in any other metropolitan city in the United States.

Denver has excellent theaters, libraries, and clubs. In the mint is stored the vast sum of \$500,000,000 in gold. The new federal building and post-office, completed at a cost of \$2,000,000, is well worth seeing, as are the

large municipal parks, state capitol, public library, museums, and many other attractions.

The fame of Colorado's climate has circled the globe. Extremes of heat or cold are not frequent and are practically harmless, for the air is nearly always dry and invigorating.

One of the best ways of viewing the city is by the "Seeing Denver" automobiles or trolleys. The sight-seeing automobiles call at the principal hotels for passengers. Time required for trip, one and one-half hours; cost 75c. The trolley trip costs 50 cents and requires two hours.

"Seeing the Boulevards" is a twilight trip of 20 miles by the 25 passenger cars of the "Seeing Denver" Company. This trip requires two and one-half hours; cost \$1.00.

"Seeing the Foothills" by trolley requires four and one-half hours, cost \$1.00; the tourist traverses a distance of 51 miles skirting the foothills of the front range of the Rockies.

Lookout Mountain is part of the unique chain of mountain parks which Denver has established. It is 17 miles west of Denver and may be reached by trolley and funicular railroad. Round trip, \$1.25.

Three ways to see Denver's Mountain Park Lookout Mountain may also be reached by special trolley observation cars from Denver to Golden, thence to the summit by automobile. This personally conducted 54-mile excursion costs \$2.00, round trip. The third and, perhaps, the most popular, way of going to Lookout Mountain is by automobile all the way from Denver to the summit. This trip requires 4 hours and costs \$2.50 round trip.

A return trip to Denver from Lookout Mountain may be made over a splendid road for the entire distance by way of the circle route to Colorow Point, Lovers' Lane, Genessee Mountain, Bear Creek Canyon, Evergreen, Troutdale, Park of the Red Rocks, Morrison, and the Old Hanging Tree. This 67-mile trip through beautiful mountain scenery may be made for \$5.00.

Golden, the seat of the Colorado School of Mines, is on the road to Lookout Mountain, 15 miles west of Denver. It is reached by automobile or trolley. According to the number in the party, auto rates vary from \$1.00 to \$2.00 for the round trip from Denver. The round trip trolley fare is 50 cents.

Castle Rock, reached by the Scenic Incline railroad, is one of the scenic attractions at Golden. There is a dancing pavilion on the summit, from which a wonderful view of Denver and the surrounding plains may be obtained. The 30-mile trip from Denver to the top of Castle Rock and return costs 75 cents.

Idaho Springs, 37 miles west of Denver in the famous Clear Creek Valley, is reached in two hours by automobile from Denver over Lookout Mountain and Floyd Hill, or via the Colorado & Southern railroad.

Denver has many nearby resorts

The automobile fare from Denver and return is \$4.50. By trolley from Denver to Golden, thence by automobile to Idaho Springs, the round trip may be reduced to \$3.50. The round trip railroad fare is \$2.30 weekdays and \$1.25 on Sundays during the summer season. There are several hotels at this resort. Rates at the Idaho Hot Springs hotel are \$3.00 a day and up, American plan. The hot radium cave baths are said to be the best in America, being high in radioactivity, they are helpful for blood and skin disorders, rheumatism, asthma, and stomach and kidney ailments. The baths test twice the strength of those at Carlsbad and St. Joachimsthal, Bohemia, and the water ranges from 85 to 120 degrees natural heat. Mines in the vicinity are rich in gold, silver, lead, zinc, copper, tungsten, and radium.

Eldorado Springs, 30 miles northwest of Denver, is reached by automobile or trolley. It has a good hotel, also cottages, swimming pool, dancing pavilion, and skating rink. In the vicinity there are many burro trails and automobile drives through the mountains. The round trip fare, Interurban trolley car from Denver, is \$1.50 week days and \$1.25 Sundays. The fares by automobiles over splendid roads vary.

Boulder, 30 miles northwest of Denver, is the home of the University of Colorado. Here the Colorado Chautauqua continues for six weeks following the Fourth of July, and annually attracts many Easterners. Board can be obtained at the Chautauqua dining hall for \$6.00 per week. There are 75 one, two, and three-room unfurnished cottages on the Chautauqua grounds which can be rented during the season. The round trip fare, Interurban trolley car from Denver is \$1.25 week days and \$1.00 Sundays.

Boulder is a city of 12,000 people and has many fine homes. It is reached by the Union Pacific, Colorado & Southern, Interurban trolley and good automobile roads from Denver. Automobiles may be hired at Boulder, fare \$5.00 per passenger for the round trip, through the mining fields of Nederland and Stevens, the largest tungsten producing camps in America.

The Switzerland Trail of America via the Denver, Boulder and Western railroad from Boulder, offers a splendid view of the Snowy Range, Glacier Lake, City of Boulder, and Boulder Canon. The round trip fare from Denver is \$3.00 on week days and \$2.00 on Saturdays or Sundays. The Georgetown Loop is an interesting one-day trip from Denver. To this trip has been added Mount McClellan, 20 miles farther away, which

Many one-day scenic trips to mountains

is reached by through trains from Denver. This is one of the grandest views on the continent and is gained from an eminence 14,007 feet. At the end of this trip the traveler finds himself gazing rapturously at more than 100 miles of high peaks which form the Continental Divide, and he feels amply repaid for making the journey. Round trip fare from Denver over

the Loop is \$2.00 on Saturdays and Sundays and \$3.00 on other days. From Denver to Mount McClellan and return, including the Georgetown Loop, the fare is \$4.50 on Saturdays and Sundays, other days \$4.75.

A popular trip westward from Denver via the Denver & Salt Lake or "Moffat" railroad crosses the Continental Divide at Corona, 11,660 feet above sea level, the highest point reached by standard gauge rails in America. The hotel accommodations at Corona are excellent. The round trip fare from Denver to Corona is \$4.50. The round trip fare to Tolland, only two hours west of Denver, is \$2.50. Daily trains are operated to Corona and Tolland and during the summer there are special excursions.

Platte Canyon, the mouth of which is 29 miles from Denver, is one of the picturesque regions near that city. The hotel rates in the canyon are reasonable. Approximately 500,000 trout are turned into the river each fall, when they are of suitable size, so fishing is good. Round trip fare from Denver is \$1.00 to \$2.25 on Sundays and \$1.15 to \$4.80 weekdays.

A favorite Northern Colorado resort is Cherokee Park, 90 miles northwest of Denver, reached most conveniently over the Union Pacific to Hermosa, Wyoming, thence via automobile to the park. The fare from Denver to Hermosa is \$5.85 for the round trip. From June 1 to September 1 for parties of three or more the Union Pacific makes a rate of \$4.40 for the round trip. The automobile fare is \$3.00 for the round trip from Hermosa to Cherokee. Automobile service is also maintained between Fort Collins, Colorado, and the park. For \$30.00 a most enjoyable week can be spent at Cherokee Park. This sum includes railroad and auto fare from Denver, board at Campton's Hotel, and rental of saddle horse. The Cache La Poudre river affords excellent fishing in the park.

Zimmerman's resort (Home, Colo., postoffice) is 55 miles west of Fort Collins on the Union Pacific, its nearest railroad point. Automobile makes the trip from Fort Collins to the resort in five hours, over a picturesque mountain road. There is good fishing and hunting in the vicinity. Automobile fare is \$5.00 each way, and rates at the hotel are \$3.00 a day and up, American plan.

ESTES-ROCKY MOUNTAIN NATIONAL PARK

For the last few years it has been rapidly growing in popularity and present indications are that, because of its superlative attractions and easy accessibility, Estes-Rocky Mountain National Park will soon be the greatest of America's outdoor recreation places. Already, the number of its annual visitors exceeds that of any of the other National Parks.

Rocky Mountain National Park includes a large part of what for many years was known as Estes Park, the latter a rather loosely applied term, including the village of Estes Park and the contiguous territory ten miles to the north and ten miles to the south and extending back to the range of mountains which here forms the Continental Divide.

Rocky Mountain National Park extends approximately 24 miles north and south and 15 miles east and west and includes about 400 square miles of territory. The village of Estes Park, which is 70 miles northwest of Denver, is its principal gateway. Not far from the geographical center of the country, the Park is reached by only a one-night journey from Chicago and the Mississippi Valley and is therefore the most easily accessible of all our National Parks.

Glaciers, moraines, canyons, lakes, and innumerable remarkable mountain features contribute to its supreme magnificence.

The Park is a continuous joy to the botanists, as well as to the lovers of flowers and birds.

Recognizing the importance of Estes-Rocky Mountain National Park, the Union Pacific has issued a special folder, profusely illustrated and containing detailed information, together with a large topographical map of the parks. This folder tells how best to reach the parks, where to go, what to see, what it will cost, and all other information useful to the prospective visitor. The topographical map shows the location of all the hotels, lakes, peaks, streams, trails, etc. A complete list of the hotels is included, showing names of proprietors, location, number of rooms, and rates. Any representative mentioned on page 48 of this booklet will gladly furnish the Estes-Rocky Mountain National Park folder which is necessary to complete one's fund of information on these magnificent parks.

The Union Pacific Offers the Choice of Any Entrance via Any Route between Denver and Estes-Rocky Mountain National Park

Round trip tickets via the Union Pacific to Estes-Rocky Mountain National Park may be routed via Fort Collins, Loveland or Denver.

Tickets reading over the Union Pacific to Fort Collins or Loveland thence via the Estes-Rocky Mountain Park Automobile Transportation Company to Estes Park, will be honored via either of these Gateways; these tickets will also be honored in either or both directions via the Union Pacific all the way to or from Denver and between Denver and Estes Park all the way by automobile via Longmont and the St. Vrain Canyon.

Tickets routed via Denver read over the Union Pacific to that point with a choice of all the available routes between Denver and Estes Park, i. e., rail Denver to Longmont, Loveland, Ward, Lyons or Boulder, thence automobile to Estes Park or automobile all the way, Denver to Estes Park, returning via same or any other of these routes.

Automobile service is also maintained between Greeley and Estes Park. Tickets reading via the Union Pacific to Fort Collins or Loveland, thence automobile, will, at the option of the holder, be honored in one or both directions via rail to Greeley, thence automobile.

In short, the Union Pacific offers the choice of all the practical routes to and from Estes Park.

In Estes Park one may stop at any of a score of good hotels where prices vary from \$12 a week for room and board at the smaller hotels, to \$5.00 a day and upward at the larger hostelrys.

The entire cost of a trip to the parks from Denver is small. A very fair idea of both parks may be obtained in a three-day trip from Denver at a cost of \$20. To the automobile fare of \$9.60 from Denver to the parks and return should be added \$5.00 for two representative trips by automobile through the parks and at least \$3.00 a day for hotel accommodations. The visitor can remain at Estes-Rocky Mountain National Park a month without experiencing a dull moment, spending this time exploring the environs of that which is the most easily accessible and one of the most wonderful of the National Parks. Do not fail to obtain a copy of the new Estes-Rocky Mountain National Park folder. It will be helpful to you in planning your trip, and the map, which is the best and most complete ever issued, will be useful to you while you are touring the Park.

One of the best known scenic regions in the world is Colorado Springs and its nearby points of interest, with Pike's Peak as the central attraction.

Colorado Springs and Pikes Peak

Colorado Springs is 75 miles from Denver, reached by rail or auto in two and one-half hours. From nearly all states east and west of Colorado the fare is the same to Colorado Springs by way of Denver as it is to Denver direct. If the tourist intends to make a trip south of Denver he should purchase ticket through to Colorado Springs by way of Denver. To those who do not possess the side-trip coupons, the regular fare one way from Denver to Colorado Springs is \$2.25 the year around. Round trip excursions are conducted during the summer with the fare as low as \$2.00, which fare always obtains on Sundays during the summer season. Tickets for side trips from Denver to Colorado Springs and return will be issued at Denver without charge to holders of tickets reading via Union Pacific through Denver to points west of Ogden, Utah, or Pocatello, Idaho, or the reverse. Once the tourist has arrived at Colorado Springs he is surprised at the variety and excellence of hotel and boarding house accommodations. For \$20.00 the visitor to Colorado Springs can have from five days to one week's board and room (obtainable for from \$10 to \$12) and enjoy several of the attractive trips.

Manitou, at the foot of Pike's Peak, is six miles from Colorado Springs and is reached in 20 minutes by electric car or automobile. There are several ways of reaching the summit of Pike's Peak. Many prefer to climb and a guide is not required. There are forenoon, afternoon, and sunrise trains on the cog road (The Manitou & Pike's Peak R. R.). The regular fare is \$5.00, round trip, and summer excursions are made for \$3.00. The round trip is made in four hours.

A third route to Pike's Peak is by the Pike's Peak Auto Highway which was completed in 1916. The price for this trip, in one of the Highway company's automobiles, is \$6.50. Time required, four hours. Any auto-

mobile may be driven to the top by its owner for a toll charge of \$2.00 a person, minimum, \$4.00 a car. The distance is 30 miles each way.

The Mount Manitou Scenic Incline, at Manitou, charges \$1.00 a passenger for the round trip to the summit of Mount Manitou, one of the spurs of Pike's Peak.

The Cave of the Winds is only two miles from Manitou, and is reached from that city by automobile or on foot by way of Williams Canyon. The Cave is made up of numerous large rooms, connected by narrow passages. Admission, \$1.00.

Crystal Park is an enjoyable attraction ten miles west of Colorado Springs on the east slope of Pike's Peak. Located at an altitude of 8,745 feet, it is reached by a scenic mountain auto highway blasted out of the Front Range. Although there is a steady ascent of 3,000 feet from the city, the steepest grade is but 8 per cent. At the head of Sutherland Canyon, at the point where Lieutenant Zebulon Pike made his escape from the Indians over 100 years ago, there is one mile of loops, consisting of twelve distinct elevations, in an area of 30 acres. As the automobile twists and turns glimpses of hundreds of miles of plains may be seen. The round trip fare from Colorado Springs to Crystal Park is \$3.00.

Stratton Park and Broadmoor are six miles southwest of Colorado Springs and may be reached by automobile or street car. A mile farther up Cheyenne Canyon are the Seven Falls and the grave of Helen Hunt Jackson.

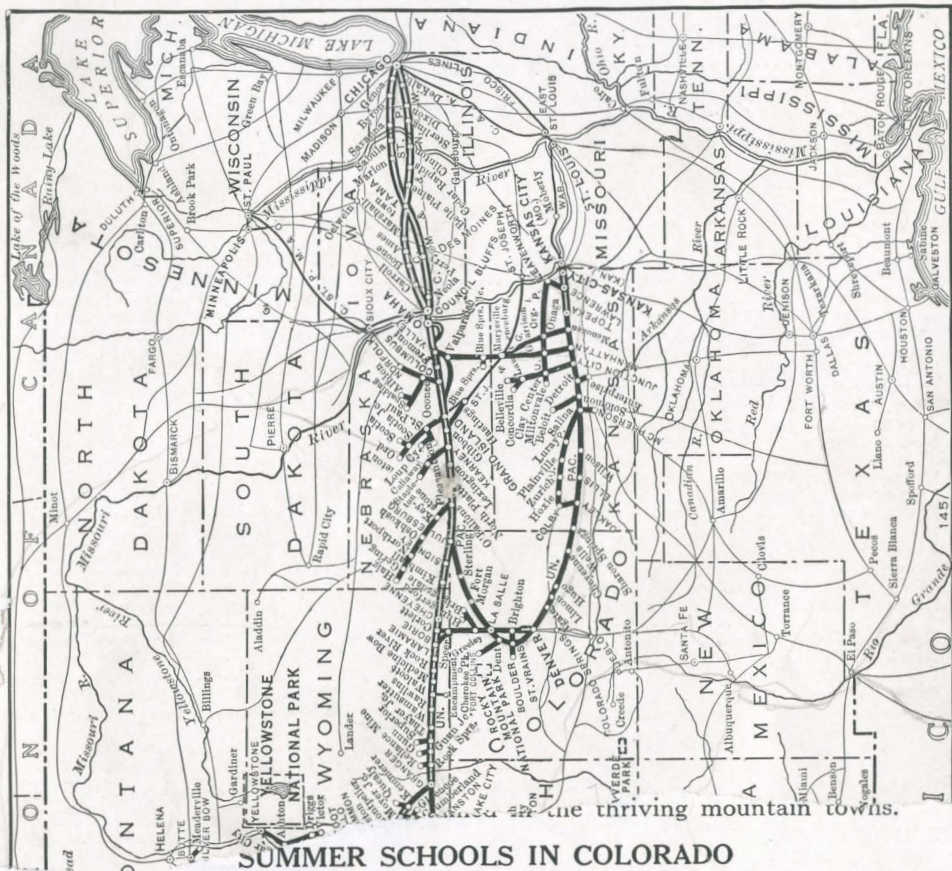
The Garden of the Gods and Glen Eyrie are reached from Colorado Springs in a half hour's ride by automobile or by a short walk from the street car.

An attractive trip from Colorado Springs is the Wildflower excursion conducted by the Colorado Midland railroad every Thursday during the summer. The route is over Ute Pass. The trip requires one day. The round trip fare is \$1.00.

Canon City is reached by a 45-mile automobile trip from Colorado Springs. The road is a unique highway leading to the top of the Royal Gorge. It is built along a ridge of mountain peaks and includes the famous Canon City High Line drive.

Cripple Creek, the world's greatest gold-mining camp, may be reached via the Colorado Springs and Cripple Creek District (The Short Line) and the Colorado Midland railroad in one day. The fare is \$2.35 one way or \$4.25 round trip. The distance is 50 miles each way and the scenery is unique and attractive. Arrangements for the trip by automobile may be made at any of the Colorado Springs hotels.

Pueblo, "The Pittsburgh of the West," is 44 miles south of Colorado Springs and 119 miles from Denver by train or automobile. It is a delightful drive from Colorado Springs. Pueblo is a thriving city of 60,000 people, the second in size in Colorado.



SUMMER SCHOOLS IN COLORADO

Three of the leading educational institutions of Colorado conduct summer schools which rank with the best in the United States. They are as follows:

University of Colorado, Boulder, Colo.—Fourteenth annual summer session, June 25 to August 4, 1917. Two hundred courses. Daily open lectures of general interest and educational value.

Colorado Agricultural College, Fort Collins, Colo.—Summer season opens June 18 and closes July 28, 1917. Courses in Agriculture, Mechanical Arts, Automobile and Tractor Engineering, Home Economics, and Teacher Training.

Colorado State Normal, Greeley, Colo.—Summer school, June 18 to July 28, 1917. Both regular and special faculty, with lectures by leading educators of the United States. Week-end visits to Estes Park arranged.

These schools are reached by the Union Pacific system, and each is situated in a city which is a gateway to Estes-Rocky Mountain National Park.

The Y. M. C. A. Estes Park Conference opens June 7, and closes September 3. It is in the nature of a religious chautauqua. This well equipped permanent camp, with accommodations for 500 guests is open to the public.

mobile may be driven to the top by its owner for a toll charge of \$2.00 a person, minimum, \$4.00 a car. The distance is 30 miles each way.

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The Union Pacific is the *only* line to Colorado. It is the *only* line that is protected all the way by exclusive Safety Signals. It has the *only* roadbed that is ballasted with a superior ballast which insures freedom from dust and dirt. It is *more* superior to other routes. These important, exclusive features, added to the expense of eliminating grades and curves, cost the Union Pacific \$269,700,000 and it has won for the line the name to which it is justly entitled, "The Standard Road of the West."

Three daily trains are operated Chicago to Denver, via Omaha, and two daily trains from St. Louis to Denver, via Kansas City.

The dining car service on all trains is maintained at the highest standard.

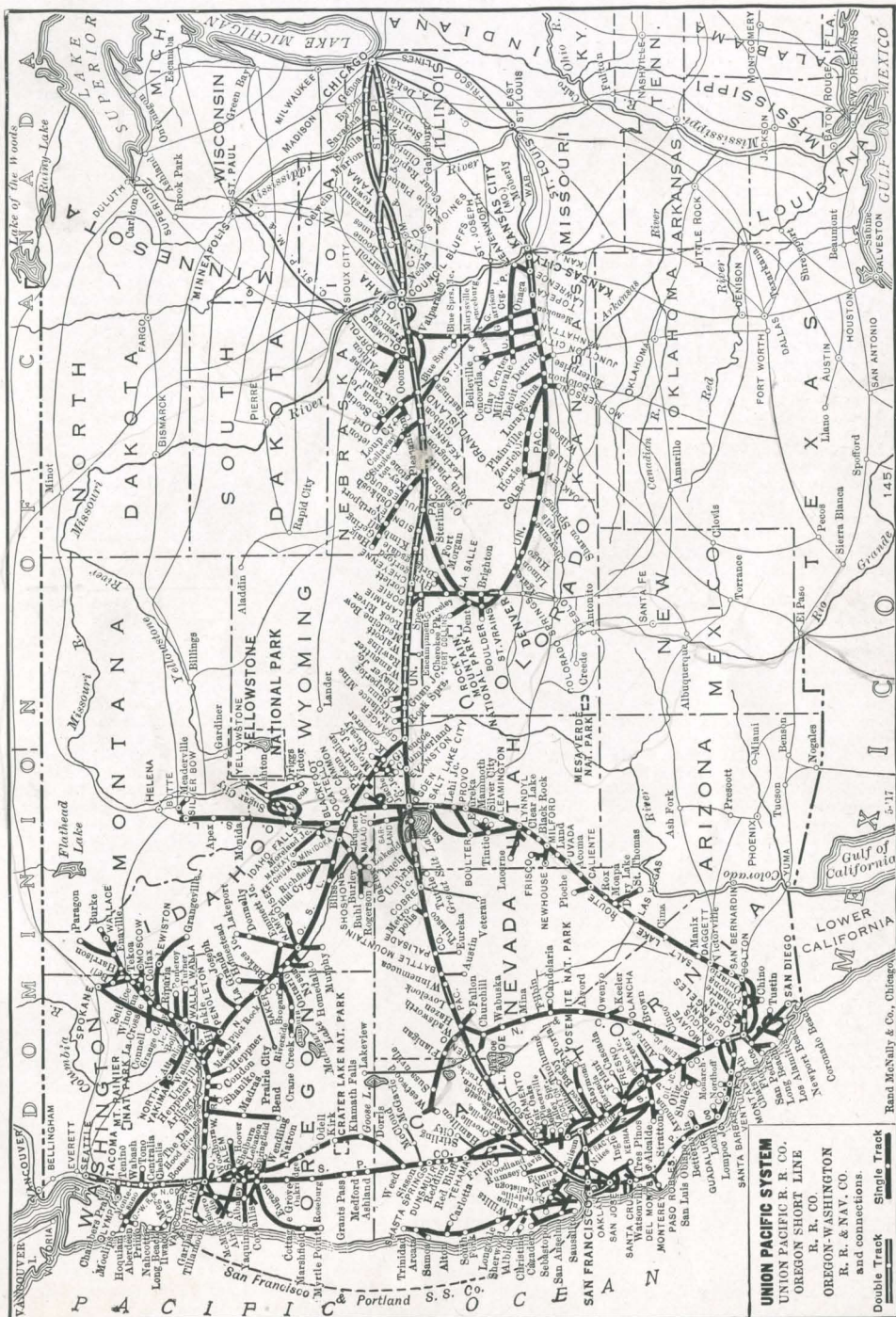
The Union Pacific is the popular and direct route to Yellowstone National Park and tourists destined to Yellowstone National Park, to California, the Pacific Northwest or Alaska, may visit Colorado, also Salt Lake City, on the way, without extra fare.

Any representative mentioned on page 48 will gladly furnish full information relative to routes, fares, stop-over privileges, etc., and, if desired, will submit an itinerary of any Western trip including the greatest number of interesting points involving minimum expenditure of time and money.

The titles indicate the text of the following publications that treat exhaustively in word and picture on the varied scenic charms and attractions of the country reached via the Union Pacific.

- "Sights and Scenes Along the Union Pacific."
- "Estes-Rocky Mountain Topographical Map Folder."
- "Yellowstone National Park."
- "Great Pacific Northwest and Alaska."
- "California Calls You."
- "Map of United States."

These booklets are informative and helpful in planning a Western trip and any or all of them will be furnished free upon application to any Union Pacific representative listed on page 48.



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HOWARD H. HAYS, Manager
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