

F
781
C57

CHICAGO AND NORTH-WESTERN RAILWAY COMPANY



BANCROFT
LIBRARY



THE LIBRARY
OF
THE UNIVERSITY
OF CALIFORNIA







COLORADO



Digitized by the Internet Archive
in 2007 with funding from
Microsoft Corporation



Mount of the Holy Cross

*Never need an American look beyond
his own country for the sublime and
beautiful in natural scenery.*

WASHINGTON IRVING.

COLORADO

*Being a complete tourist's guide to the
splendors of Colorado, the grandest and most
awe-inspiring natural scenery in the world*

*Illustrated profusely through-
out with halftone engravings
from original photographs*



Chicago & North-Western Railway

Passenger Department

CHICAGO

MCMIII



Pikes Peak and the Entrance to the Garden of the Gods

92952

THE RANDOLPH LIBRARY

F 781
C 57

I know a lake among the hills,
 So deeply blue that one would fain surmise
 'Twere nothing but a bit of fallen skies
 Or hollow where the summer noonday spills
 Its fluent azure, if it idly wills;
 And, mirrored on its bosom, often lies
 The shadow of some cloud, that vainly tries
 To leave its image 'neath the tiny rills.

m/f

12/13/84

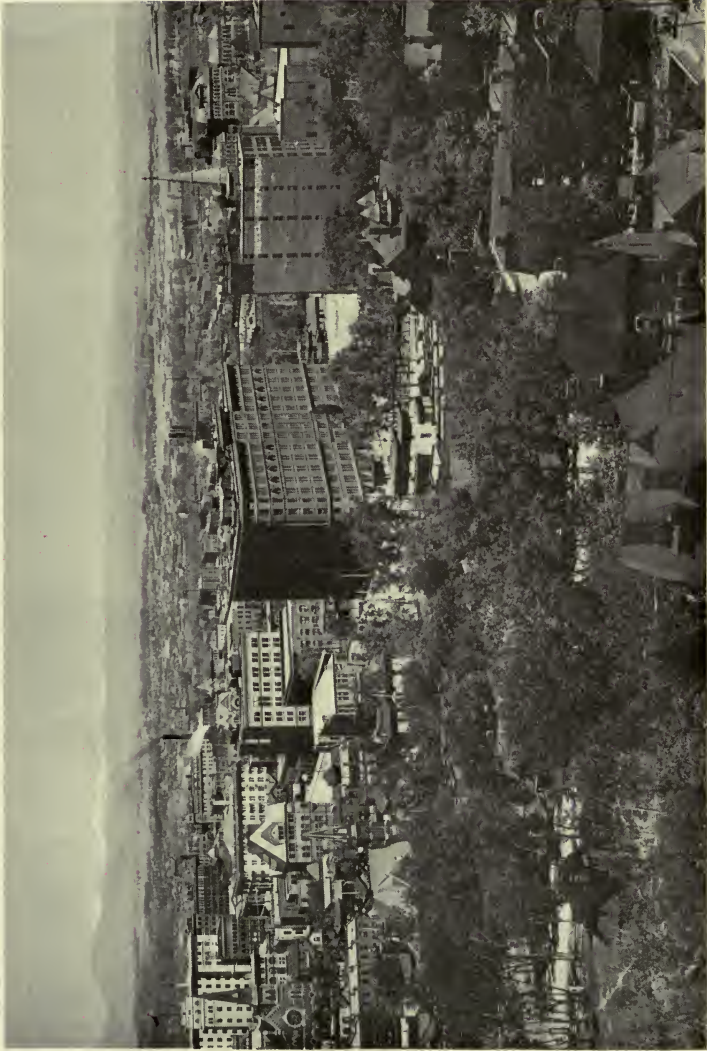
COLORADO contains some of the most magnificent scenery in the world. Great chasms and cañons, beautiful waterfalls, petrified forests, caverns, glens, and snowy ranges of mountain peaks that lift their hoary heads beyond the line of vision, fascinate the beholder with their magnificence. Snow-born streams dash over their rocky beds to join the great river systems which rise in the natural parks for which the state is noted, and dainty mountain lakes lie hidden in the fastnesses of this most beautiful star in the nation's galaxy of statehood.

Irrigated farms mark its plains, flocks and herds feed in its valleys, unequaled wealth comes from its mines, and over all is a sky of azure and clear, dry air of surpassing purity and health-giving power, that, with the scenery for which the state is famous, bring thousands of visitors and residents here annually.

The state contains many prosperous cities, such as Denver, Colorado Springs, Pueblo, Salida, Leadville, Cripple Creek, Aspen, Glenwood Springs, Grand Junction, Trinidad, Greeley, Fort Collins and Boulder, each the center of a tributary territory many miles in extent, and each equipped with churches, libraries,



Bridal Veil
 Falls, near
 Telluride



Denver, viewed from the Capitol

universities, schools—all that marks the American life of to-day with the stamp of real worth.

This admirable western state is essentially a land of *sunshine*, three hundred and forty clear days, in whole or in part, being accorded by statisticians to the average Colorado year. The mountain air, so clear that objects are plainly distinguished from sixty to one hundred miles away, is inspiring and invigorating, and has made Colorado a great out-of-door sanitarium where thousands each year regain robust health and marvelously renew their vitality.

There are excellent roads for horseback or burro riding, cycling tours or easy journeys by stage, leading to lakes from 8,000 to 10,000 feet above the sea, or to quiet nooks in hidden valleys, where pure water, sheltered hillsides and excellent grazing grounds form ideal spots for camping. Even to this day the old trail of Zebulon Pike, made in 1806, may be found, and the traveler can stand where that gallant soldier stood, and look up to the everlasting hills of the Gold and Silver State. From Denver or Colorado Springs one may, in one or two days, reach by wagon quiet camping grounds where the tent can always be pitched in a sheltered, sun-kissed valley near a village, or on the banks of a stream or lake.

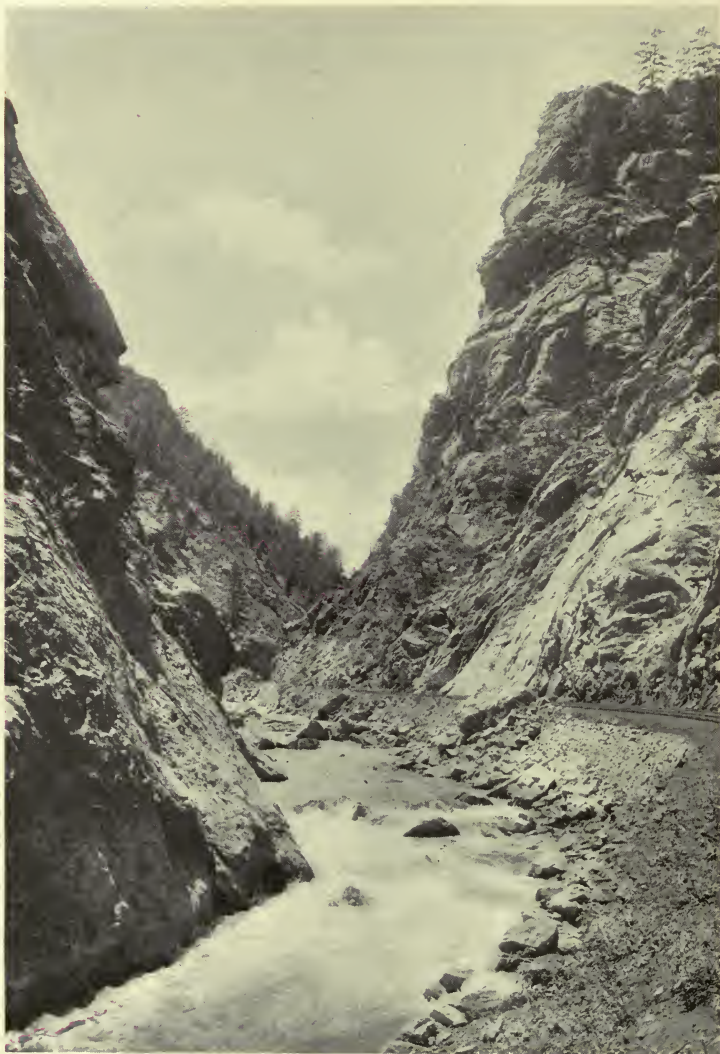
Colorado contains 105,000 square miles of territory divided into fifty-seven counties. It has an average length east and west of 370 miles and a breadth of 280 miles. The population is about 600,000, an increase, according to the last census, of over thirty per cent in the ten years ending with 1900.

The chief gateway of the state is Denver, its capital, reached by the excellent through fast trains of the Chicago, Union Pacific & North-Western Line from the east.

Colorado became a territory in 1861 and the new town of Denver, named after Gen. J. W.



Colorado
State
Capitol
Denver



Cañon of the South Platte

Denver, the former governor of Kansas Territory, became the capital. In 1876 the territory became a



Sherman
Avenue
Denver

state. In 1870 the first railway (the Chicago, Union Pacific & North-Western Line) entered the city.

Denver is located in the valley of the South Platte, twelve miles from the foothills of the Rocky Mountains, at an altitude of 5,000 feet above the sea. A magnificent view of the mountains can be had from the streets, the one from a point east of Capitol Hill having been characterized by Bayard Taylor as one of the finest mountain views in all the world. The distant ranges and plains are visible for two hundred miles; Pikes Peak on the south, Mt. Evans and Longs Peak on the west and the Laramie Plains on the north. Its public institutions and buildings, social organizations, churches and schools are of the best. The Chamber of Commerce, City Library, City Hall, County Court House, Union Depot, Mining Exchange and Federal Building are all handsome structures, and the State Capitol is one of the most beautiful and elaborate in the United States. Fine business blocks adorn the streets and indicate its commercial supremacy.

There are more than one hundred social, literary, musical and educational clubs in the city; several large hospitals, more than a hundred churches, two public libraries and several extensive parks. One of the branches of the United States Mint is an object of much interest to visitors.

From Denver several short trips, on which much typical mountain scenery can be found, may be made by rail. One of these is to Boulder, thirty miles north, via the Colorado & Southern Railway. Boulder is the site of the State University



The famous Georgetown Loop

and the Great Western Chautauqua, and has a large sanitarium and springs that are quite noted.

From Boulder the Colorado & North-Western Railway extends westward to important mining districts, through a country so grand in natural scenery as to make it known as "*The Switzerland Trail.*" The journey is a comparatively short one, and forms one of the many delightful daylight excursions from Denver.

To the west of Denver, across the plains to Clear Creek Cañon, another trip that can be made in a day, is the ride to Georgetown and Silver Plume, through orchards and farms, across the mesa lands to the abrupt and unique gateway of rock, narrow and high, that leads one for twenty miles between walls of granite so high and so close together that in many places the sun never penetrates to the railway line below. Beside the track Clear Creek's tumbling waters rush by, through some of the most rugged scenery in the state, until at Idaho Springs the cañon terminates, the valley widens, and fourteen miles farther west the Loop coils serpentlike upward to Silver Plume, 10,000 feet above the sea. At one point, looking downward, one can see five different elevations of the track over which the ascent has been made; while far above, up the mountain side, scores of mine openings are visible.

Georgetown is a quiet and attractive health resort and the center of a rich mining region.

Two and one-half miles from Georgetown is Green Lake, the waters of which take on a tinge of color that gives the lake



University
Buildings
at Boulder



Cathedral Spires, Garden of the Gods

its name. When the water is clear and the mountain shadows are just right, a petrified forest can be seen at the bottom of the lake.

Four miles from Green Lake is Highland Park, within a day's ride by stage of Grand Lake, the largest body of water in Colorado. It is in this region also that the first discovery of Colorado gold was made, in 1859, at Russell's Gulch, reached by stage from Idaho Springs.

Idaho Springs, at the western end of Clear Creek Cañon, referred to above, is a health resort of note, with excellent hotels, and a group of medicinal hot springs, boiling springs and natural vapor baths.

Between Denver and Colorado Springs there are several points of interest, including Castle Rock, Perry Park, Palmer Lake and Glen Park. Palmer Lake is fifty miles south of Denver in a picturesque locality, on the summit of the great watershed between the Platte and Arkansas rivers. Near Palmer Lake is Glen Park, where the Colorado Chautauqua meets each summer.

Colorado Springs and Manitou are seventy-eight miles south of Denver, and the journey to these two cities is usually one of the first taken by the visitor after his preliminary stay at the capital of the state. Like Denver, they are situated at the base of the Rampart Range, and the center of a group of the most notable natural wonders in the world, including Pikes Peak, the Garden of the Gods, North and South Cheyenne Cañons, Ute



A Colorado
Apple
Orchard
near Denver



A view of Manitou

Pass and the wonderful iron and soda springs which have made Manitou a notable health resort.

The two cities are about five miles apart and between them is Colorado City, the old capital of the state.

The population of Colorado Springs is about 25,000, and that of Manitou probably half that number. Both towns are much enlivened during the tourist season by the gaieties of social life. Great mining enterprises in which the citizens of Colorado are interested, have made that state wealthy, and visitors will find at Colorado Springs a thriving commercial center as well as a tourist resort. The city has first-class hotel accommodations, well paved streets, opera houses, banks, clubs, casino for summer concerts, handsome churches and schools, golf links, polo grounds and excellent livery service.

Manitou, west of Colorado Springs, is built in the "V" shaped opening of Ute Pass, that narrow defile down which the Indians, in days gone by, stole silently from their mountain fastnesses to drink the healing waters in the plain below. Through the city winds the mountain stream which, from the bubbling of the springs that flow into it, takes its name of *Fontaine que Bouille*. There are nine of these springs at Manitou, all cold mineral water and all possessed of rare medicinal qualities, to the value of which are added the beautiful scenery, crisp mountain air and an abundant opportunity for outdoor activity, which here join hand in hand toward securing complete restoration of health and strength.

At Manitou there are a number of large hotels and many smaller



Pikes Peak
from
Briarhurst
Manitou



"In Ute Pass"

ones from which almost any grade of service can be selected, from the highest quality of elaboration to the plain but excellent service of the more moderate boarding house. The



A
Mountain
Guide
at home

transportation facilities to all the various points of interest are most complete and convenient.

From Manitou the ascent of Pikes Peak is made and a short ride across the mesa lands from either Manitou or Colorado Springs brings one to the entrance to the Garden of the Gods, that wonderful group of fantastic and strangely impressive rock formations, whose massive portals spring up three hundred feet above the plain to mark the entrance to a tract, miles in extent, that is filled with weird groupings of red and yellow rock bearing various names and strange likenesses which appeal strongly to the imagination. The isolated masses of grotesque and mammoth shapes in striking colors against the clear blue of the Colorado sky, make the Garden of the Gods a place which, once seen, is likely never to be forgotten.

Pikes Peak is easily ascended by rail, or if one prefers, the trip can be made by stage or burro over an excellent wagon road.

To Major Zebulon M. Pike is due the honor of the discovery of this wonderful snow-clad peak, the old landmark and goal of the plainsman and pioneer. It was in 1806 that this intrepid soldier discovered what he then named "The Great Snow Mountain," and after much hardship and suffering ascended Cheyenne Mountain in a fruitless effort to reach the summit of its taller neighbor. Now the summit is reached by rail with speed, safety and comfort over a roadbed of the most substantial character, cut from and built upon the solid rock in many places,

and anchored in solid masonry. From the summit the panorama extends far across the plains, presenting never-to-be-forgotten vistas of distant streams and fields and far away cities and villages. To the south are the Seven Lakes, the famous Spanish Peaks, and the cities of Pueblo, Florence and Cañon City. To the southwest rises the beautiful Sangre de Cristo Range and to the north are Manitou Park, Denver and Longs Peak.

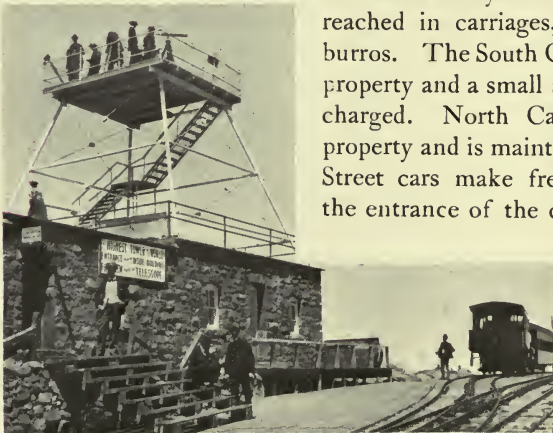
Special train schedules during the tourist season enable visitors to reach the summit early enough to witness the sunrise, and the old United States observatory at the summit has been enlarged and transformed into a hotel, where visitors who so desire can remain over night. At sunset "The Shadow of the Peak" is projected out across the plains, giving a weird effect for a few moments; while a picture of equally impressive grandeur is to be seen to the westward at the same hour across the Saguache mountains, a hundred miles away.

The Cheyenne Cañons are also near at hand. Ute Pass, the highway between the plains and the mountain region beyond the Front Range, is about a mile above Manitou and is much visited by tourists. The charming Seven Falls, where the water dashes down five hundred feet in seven daring plunges, are in South Cheyenne Cañon, four miles from Manitou. Both North

and South Cheyenne Cañons can be reached in carriages, on foot or on burros. The South Cañon is private property and a small admission fee is charged. North Cañon is public property and is maintained as a park. Street cars make frequent trips to the entrance of the cañons.

On the mesa lands, not far from the cañon entrance, and at such an

Observatory
Summit of
Pikes Peak



elevation that, looking down on Colorado Springs that city appears as though built in a natural basin,



Victor one of Colorado's great mining camps

is the Broadmore Casino, a combined hotel and country club house. Other points of interest in the vicinity of Colorado Springs and Manitou are: Bear Creek Cañon, Cascade Cañon, Prospect Lake, Blair Athol, Crystal Park, Ruxton Cañon, Green Mountain Falls and Woodland Park.

Fifty miles west of Colorado Springs, reached through a region of towering mountain peaks and built at an altitude of from 10,000 to 12,000 feet above the sea, are the mining towns of the Cripple Creek district. The district is one of the greatest mining centers in the world, having produced over twenty-five millions in gold in 1901, and a total of over one hundred and twenty millions to date. There are three routes by which the district can be reached, one via the new Cripple Creek Short Line through Cameron, another via the Colorado Midland up Ute Pass to Divide and from that point south via the Midland Terminal Railway, and a third via Pueblo and the Denver & Rio Grande Railroad to Florence, and north through Victor via the Florence & Cripple Creek Railroad. All of these routes are remarkable from the tourist's standpoint; all evidence wonderful engineering skill and all of them are notable for scenic beauty.

Almost from the start the journey from Colorado Springs via the Short Line is along a gorge up the sides of the mountain. A beautiful view of the Garden of the Gods is to be had as the train passes Colorado City. Later the route is through Bear Creek Cañon and North Cheyenne Cañon. At the head of the latter Pikes Peak comes into view to the right and Cheyenne Mountain to the left, while St. Peter's Dome, a rugged promontory that



Seven Falls, Cheyenne Cañon

towers above the track, is seen straight ahead. Proceeding up the cañon the train crawls half-way up the rocky wall, where the track can be seen winding in and out still higher up. Crags, gorges and beautiful waterfalls mark every turn until beyond Cameron Junction, at Hoosier Pass, 11,000 feet above the sea, Cripple Creek is seen 1,000 feet below.

The trip via Divide and The Midland Terminal Railway carries the traveler from Colorado Springs through Manitou and up the Ute Pass. The road reaches a number of beautiful summer resorts en route. From Divide to Cripple Creek the journey via this route is through some of the most inspiring mountain scenery in the state, where one enjoys a panoramic view of snow-capped peaks which reach in every direction across a hundred miles of the highest mountains in the state. A complete circuit is made of the various towns in the Cripple Creek district, including Victor, Anaconda, Elkton, Cripple Creek and others, giving one the advantage of a view from the train of all the notable mines in the district.

The third route to Cripple Creek is via Pueblo and along the valley of the Arkansas River, via the Denver & Rio Grande Railroad, to Florence, at the eastern entrance to the Grand Cañon. From here the journey is via the Florence & Cripple Creek Railroad through Adelaide and Victor to Cripple Creek, through mountain scenery of startling interest.

Leadville, another noted mining center, like Cripple Creek, is situated at a great altitude, the city being 10,000 feet above the sea level. It is reached by three different routes from Denver;



Coaching
in
Colorado



"The Narrows." Trail to Longs Peak

one over the Denver & Rio Grande via Colorado Springs and Pueblo and through the Royal Gorge; one through Colorado Springs, Manitou and Divide over the Colorado Midland, and another by way of the Colorado & Southern through Platte Cañon and across South Park. Proceeding via this latter route Platte Cañon, one of the most picturesque gorges in the Rockies, is entered twenty miles from Denver. It is popular with tourists because of its easy accessibility and beautiful scenery, and many visitors make the trip across South Park via this line to a point near the summit of the Divide and back again to Denver the same day. Denver's water supply from the Platte River is secured here in the Platte Cañon. The stream is clear and limpid and is noted for its excellent trout fishing. The route to Leadville via the Colorado Midland Railway, known as the "Pikes Peak Route," leads south from Denver to Colorado Springs, where the line enters the mountain district through Ute Pass and thence westward to Leadville, Greenwood Springs, Grand Junction, Salt Lake City and Ogden. Between Colorado Springs and the summit the journey through Ute Pass is filled with scenes of constantly changing interest. Across the Divide to the west is Florissant, noted for the fine specimens of petrified leaves and trees with which the region abounds and for its famous agate and crystal formations. Granite Cañon is just west of Florissant. At the entrance to this cañon, in the bend of the river, is Lake George, a very beautiful body of water. The cañon is one of the most picturesque in the west, and like the country around it, its rock formations are of especial interest to scientists as well as to tourists.



On a Mountain Trail



The Royal Gorge, Grand Cañon of the Arkansas

Further west, at Buena Vista, in the valley of the Arkansas River, thirty-seven miles east of Leadville, the Collegiate Range, with its three famous peaks, Mounts Harvard, Yale and Princeton, comes into view. Leaving Leadville, the line crosses the Continental Divide and follows the course of the Frying Pan and Roaring Fork Rivers, through the beautiful Red Rock Cañon to Glenwood Springs.

Aspen, one of the greatest silver mining camps in the world, is reached by a branch line south from Basalt; and at Carbondale, twelve miles east of Glenwood Springs, the majestic peak of beautiful Mount Sopris comes into view.

From Glenwood Springs west the route is via Newcastle and through a noted fruit-growing region to Grand Junction.

The route to Leadville via the Denver & Rio Grande is via Colorado Springs, Pueblo and through the Royal Gorge.

Pueblo, in the valley of the Arkansas River, is forty-five miles south of Colorado Springs. It has a population of about 28,500 and is the center of great smelting interests, which have given it the name of "*The Pittsburg of the West.*" Like Denver and Colorado Springs, the city lies at the eastern base of the Rampart Range, that rocky barrier being cleft here by the Arkansas River, along which the railway is built, the line crossing and recrossing the stream until, at Cañon City, by a sudden transition the quiet valley changes to a mighty cleft through the heart of the granite mountains.

Of this riven wall of mountain there is not much detailed description possible. Its great granite sides, so close together that the sun penetrates only at places and the railroad and river barely find room to pass, tower upward until at The Royal Gorge they attain a height of 2,600 feet. The granite is of a dark red color and the train moves around projecting shoulders of the dark-hued rock until the way becomes a mere fissure that encloses the road and the foaming, roaring stream. The length of the cañon is about eight miles.

The Grand Cañon of the Arkansas is perhaps one of the most awe-inspiring and magnificent examples known of the Titanic convulsions of nature. The engineering feats performed in building the railway through this cavernous granite cleft are



A Colorado Irrigation Scene

little less wonderful than the power which reared these everlasting hills that tower far above the stream, throwing weird shadows into the



Evergreen Lake and Mount Massive near Leadville

dark space between them. Leaving the gorge and emerging again into the valley beyond, the train moves westward with the beautiful line of the Sangre de Cristo Range on the south, to Salida and past the snowy peaks of the Collegiate Range, to Buena Vista, Twin Lakes and Leadville.

Beyond Leadville, en route to Glenwood Springs, the day is spent in a region that contains some of the finest mountain scenery in the world, including such points of interest as the Tennessee Pass, Eagle River Cañon, The Mount of the Holy Cross and the Cañon of the Grand River.

At a point four miles west of Red Cliff, soon after crossing Tennessee Pass, the Eagle River Cañon is entered. This cañon is the center of considerable mining activity, the mines being located on the crest several hundred feet above the river and railway, the ore being sent down to the railway level in buckets suspended on long steel cables.

The Mount of the Holy Cross, at the extreme northern end of the Saguache Range and near the head waters of Eagle River, is one of the notable landmarks of the route, and is first seen from Fremont Pass, the highest point on the line (11,370 feet). It again comes into view six miles farther on, shortly after emerging from Pando Tunnel. The cross is formed by great snow-filled fissures in the mountain side.

At Dotsero, where the Eagle River flows into the Grand, the road enters the Cañon of the Grand River. The Cañon of the Grand differs from other Colorado cañons in that instead of the



The Walls of the Cañon, Grand River

usual dark red granite walls, the cliffs, which attain in many places the height of 2,500 feet, are of bright and varied colors, and for a distance of sixteen miles form a series of granite bastions of brilliant vermilion, green, yellow and maroon in clearly defined strata.

In an oval valley at the junction of the Grand River and the Roaring Fork is Glenwood Springs, a delightful pleasure resort, and the Mecca of health-seekers who find here magnificent hotels and baths, with some fifty hot springs (the water registering 127° Fahrenheit), having a measured flow of some 6,000 feet of water per minute. A lavish expenditure of capital has made the hotel and baths the very finest and most complete of their kind. There is a large two-story bathhouse containing a huge tank filled with hot water, used as a swimming pool, and fitted with numerous other bathing facilities. There is also a group of natural caves in which hot vapor baths are given, the air heated by springs boiling up through the floor. The hotel, in the midst of lawns and gardens, gives a service to please the most fastidious and makes this a favorite stopping place for tourists en route to Salt Lake City and Ogden.

Glenwood Springs can be reached via the Denver & Rio Grande Railroad from Denver, Colorado Springs or Pueblo; the Colorado Midland Railway from Denver, Colorado Springs and Manitou; or the Colorado and Southern Railway, Denver to Leadville, thence via either the Denver & Rio Grande Railroad or the Colorado Midland Railway.

At Salida, reached just after leaving the Royal Gorge en route west, the Denver & Rio Grande line via Marshall Pass and the



Shoshone
Falls,
Grand River
Cañon



Glenwood Springs

Black Cañon diverges from the line to Leadville, rejoining the main line at Grand Junction en route to Salt Lake and Ogden.

At Marshall Pass (10,850 feet above sea level) the Continental Divide is crossed by means of a line, the building of which called for the most consummate skill on the part of the engineers in charge. From the Pass, in every direction, a wonderfully magnificent view of mountain peaks is to be had. Mount Ouray on the north, tall and bare, towers above the railway almost four thousand feet; on the south the white line of the Sangre de Cristo fades away in the distance. North and south, east and west, snow-crested summits rise in long continued tiers that charm the vision with a sense of immensity and space. Below, doubling back and forth, are the tortuous terraces of track over which the ascent has been made.

Reaching the summit of the pass and beginning the descent amid the rugged mountain views of the western slope, the view changes at



Currecanti
Needle
Black
Cañon
of the
Gunnison

every turn, and the traveler, looking upward, can get a comprehensive idea of the great heights of the pass as the train enters the valleys of the lower altitudes on the way to the Black Gorge of the Gunnison.

This dark cañon is entered suddenly and without warning. Following the river down the western side of the Great Divide, after descending through Marshall Pass, the cañon is reached at the Junction of the Gunnison River and Cimarron Creek. For fourteen miles the railway and the river push through a great chasm of red rock. There are two principal points of special interest in this wonderful chasm, the great red pinnacle known as the Currecanti Needle, and the beautiful Chipeta Falls. The



Ophir Loop. Looking East

entire distance is full of rapid and interesting changes in the dark and rugged scene through which the train passes.

The southern portion of the State of Colorado is usually visited by the tourist by means of the trip known as "Round the Circle." It is a journey embracing a thousand miles of travel via the Denver & Rio Grande Railroad, through some of the most novel and beautiful portions of the state. Starting on this trip from Pueblo westward through the Royal Gorge to Salida and Mears Junction, the traveler turns to the south at the latter point, traversing San Luis Park to Alamosa and Antonito. From Antonito the journey may, if desired, be continued southward to Santa Fé, the seat of America's oldest civilization, returning to Antonito to continue the journey west through Toltec Gorge and along the northern border of the Apache Reservation to Durango and Mancos. Near the latter place, which is in the southwestern corner of the state, are found the noted ruins of the Cliff-dwellers' strange habitations. From Durango choice may be had of the western route via Mancos through Dolores Cañon and over Lizard Head Pass, or north via Animas Cañon to Silverton and Ouray. Lost Cañon, the Valley of the Dolores and Ophir Loop are on the route via Mancos, and Telluride is reached by a branch line en route. At Ridgeway the two routes again join and the trip continues to Montrose, from which point the eastbound journey leads back to the starting point through the Black Cañon, over Marshall Pass and through the Royal Gorge to Pueblo.

The trip, as outlined above, occupies not less than four days and much more than that can be profitably spent on this in-



Silverton
and
Mount
Kendall

teresting journey. The route is often varied by going from Pueblo south, and over Veta Pass to Alamosa, instead of west through



Marshall Pass and Mount Ouray

the Royal Gorge. The short side trip from Alamosa to Wagon-wheel Gap and Creede is well worth taking on the way.

San Luis Park, which lies in the center of the territory covered by the "Round the Circle" trip, is one of the four great natural parks which cross in an almost direct north and south line through the center of the state. Each park is hemmed in by a rim of mountain ranges, and each is well watered by clear mountain streams and rich in nutritious grasses, which make excellent grazing grounds; and they all contain much of scenic beauty and interest. San Luis Park, the southernmost, embraces over nine thousand square miles of territory, and is the center of that ancient Spanish civilization which emanated from Santa Fé some three hundred years ago. In the center of San Luis Park is the beautiful lake that bears its name, into which empty some nineteen streams. The lake has no visible outlet.

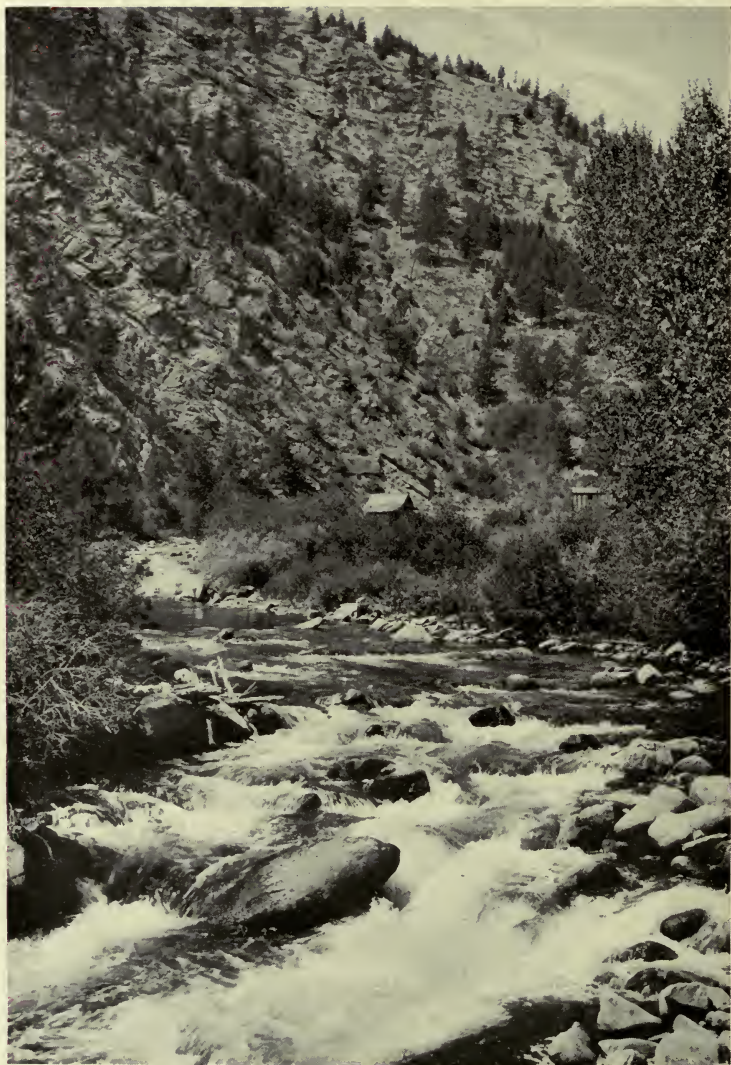
Of the four parks referred to, South Park, to the southwest of Denver, is perhaps the best known. The Colorado & Southern Railway traverses its level plain and the South Platte River, rising in its basin, furnishes the water supply for the near-by city.

Farther north, Middle Park contains the source of the Grand River, which flows west to join the Colorado farther on. Middle Park is less level than South Park, and is traversed by several ranges of large hills. It is about fifty miles wide by seventy miles long. On its edge the enclosing ranges include the three lofty summits known as Grays Peak (14,411 feet), Longs Peak (14,271 feet) and Mount Lincoln (14,297 feet). To the north-east is the smaller area known as Estes Park.

N o r t h
Park, extending to the northern boundary of the state, is the basin in which the North Platte River rises, and breaking through



Loch
Ivanhoe



A Rocky Mountain Trout Stream

the protecting mountains winds away across the western plains. North Park is of higher altitude than the others and may be said to be a great natural game preserve.

Smaller parks are distributed all through the mountain fastnesses of the state, bursting upon the pleased vision in the most unexpected way, forming smiling meadows, green and inviting,

where aspen trees quicken in the sunlight and borders of willow and alder mark the course of little streams that find



A Packer's
Camp

their way out from these mountain nooks that give them birth.

The region embraced in these parks is much frequented by the sportsman, who finds in their limpid streams and their forest-clad boundaries the best of fish and game.

It is but natural that Colorado should be a Mecca for the sportsman, and the man of the rod and gun has but inhaled the dry, bracing atmosphere for a day before he seeks out the trout-streams of the mountains or starts for a climb to the hunting grounds of the ranges. The "whirr" of the grouse is like a call to battle. While in the settled portion of the state there is the now-to-be-expected scarcity of game, the wild cañons still hold their treasures for rifle and rod.

Colorado's forests are practically untouched as yet and form natural cover for elk, deer, antelope, mountain sheep and smaller game. Bear, elk and deer are quite plentiful if one seeks out their fastnesses. Guides can be had without trouble.

From experience it has been shown that a party of four may camp out at an outlay of from \$15.00 to \$20.00 per month each, exclusive of railroad fares and livery hire. Camping outfits for two, four, six or eight persons may be bought or rented



A Colorado Cattle Ranch

from supply houses in Denver, Colorado Springs, Pueblo, Leadville and other central points at very reasonable prices.

Aside from these features sought by the tourist, Colorado is also notable for her material prosperity. As an industrial, agricultural and stock-raising factor the state is one of the foremost in the west. The rainfall is about nineteen inches annually. Supplementing this are the irrigating ditches, running in every direction and reaching a soil that is both deep and rich.

Great canals have been constructed throughout the state for the purpose of transmitting water to agricultural lands, and it is an interesting sight to follow their courses along the mountain side, over ravines and through smiling valleys, which are made to yield abundant crops and which, without the water, would be barren deserts. The total area of the state in acres is 66,560,000, and there exist 12,000 miles of irrigating ditches, which water 4,000,000 acres of land, 2,000,000 of which are under cultivation.

Many legislative enactments have been passed providing for the protection of water rights and securing to every settler an ample supply.

Aside from the grains produced, Colorado also enjoys a well deserved reputation for fruit raising. Apples, plums, gooseberries, cherries, currants, raspberries, strawberries, pears, peaches, apricots, nectarines, grapes and melons are of the very finest quality, and are raised in great quantities and shipped to all parts of the United States.

The principal agricultural interests of the state will be found represented in the South Platte, Cache, La Poudre, Grand and Arkansas valleys.

The stock-raising



In the Mining District



Cliff Ruins, Mancos

industry of Colorado is in reality second to its mining products in value. Fifteen years ago the value of all the cattle, sheep and horses in the state was placed at \$26,000,000, and at the present time exceeds the sum of \$50,000,000. The two principal grasses are the gramma and the bunch species. The gramma, when irrigated, grows to the height of two feet, and is better feed than any native grass.

Gold, silver, iron and coal are found in Colorado, the richest silver mines in the world being located within its borders, and the product of her mines exceeding \$20,000,000 per year.

The route to Colorado via the Chicago, Union Pacific & North-Western Line lies through an interesting panorama of western scenery, across northern Illinois through Geneva, De Kalb, Dixon and Sterling, disclosing a landscape unparalleled in agricultural wealth and beauty, which, after crossing the Mississippi River at Clinton, continues uninterrupted through Iowa over a magnificent expanse of prairie, dotted with corn and wheat fields and countless herds of cattle, passing through Cedar Rapids, Marshalltown, Boone, Carroll, Missouri Valley and Council Bluffs. The Missouri River is crossed between Council Bluffs and Omaha, and westward the route is through the fertile Platte Valley, via Fremont, Grand Island, Kearney, North Platte and Julesburg, over the rich farm-lands and ranges of Nebraska, and through the prosperous agricultural districts of northeastern Colorado, where advanced methods of irrigation have done much for the development of the country.



A
Colorado
Farm
Scene

SALT LAKE CITY

A trip to Colorado cannot be called complete until one has also visited Salt Lake City.

This beautiful city can be quickly reached over the Chicago, Union Pacific & North-Western Line, either via the direct route through Omaha and Cheyenne or via Denver and through some of the most notable mountain scenery in Colorado, the train service in either case being excellent.

Salt Lake City is one of the most picturesque cities in the world. Founded in 1848 by a handful of pioneers who here ended one of the most memorable pilgrimages ever made across the American continent, it is located in a valley noted for its wonderful fertility, and its peaceful and quiet beauty contrast agreeably with the sterner views of Colorado's mountain scenery passed en route. It is the chief city of Utah and a convenient stopping place for tourists en route across the continent.

The city itself is remarkable for the beauty of its streets and public buildings; the former are laid out on generous lines, broad and well shaded. Much interest also centers in the city on account of its connection with the Mormon faith, and the Temple, the Tabernacle, the Tithing House and other church structures are all points of attraction eagerly visited by the tourist.

Three miles east of the city is Fort Douglas, a United States military post, to which visitors are always welcome; and within

twenty minutes' ride of the city by rail is "Saltair," a pleasure resort on the Great Salt Lake, where a bathing beach gives the opportunity to indulge in the novel sport of a dip in the buoyant salt water a thousand feet above sea level.

The Temple
Salt Lake
City



HOW TO REACH COLORADO

From Chicago, Peoria, Milwaukee and
All Points East

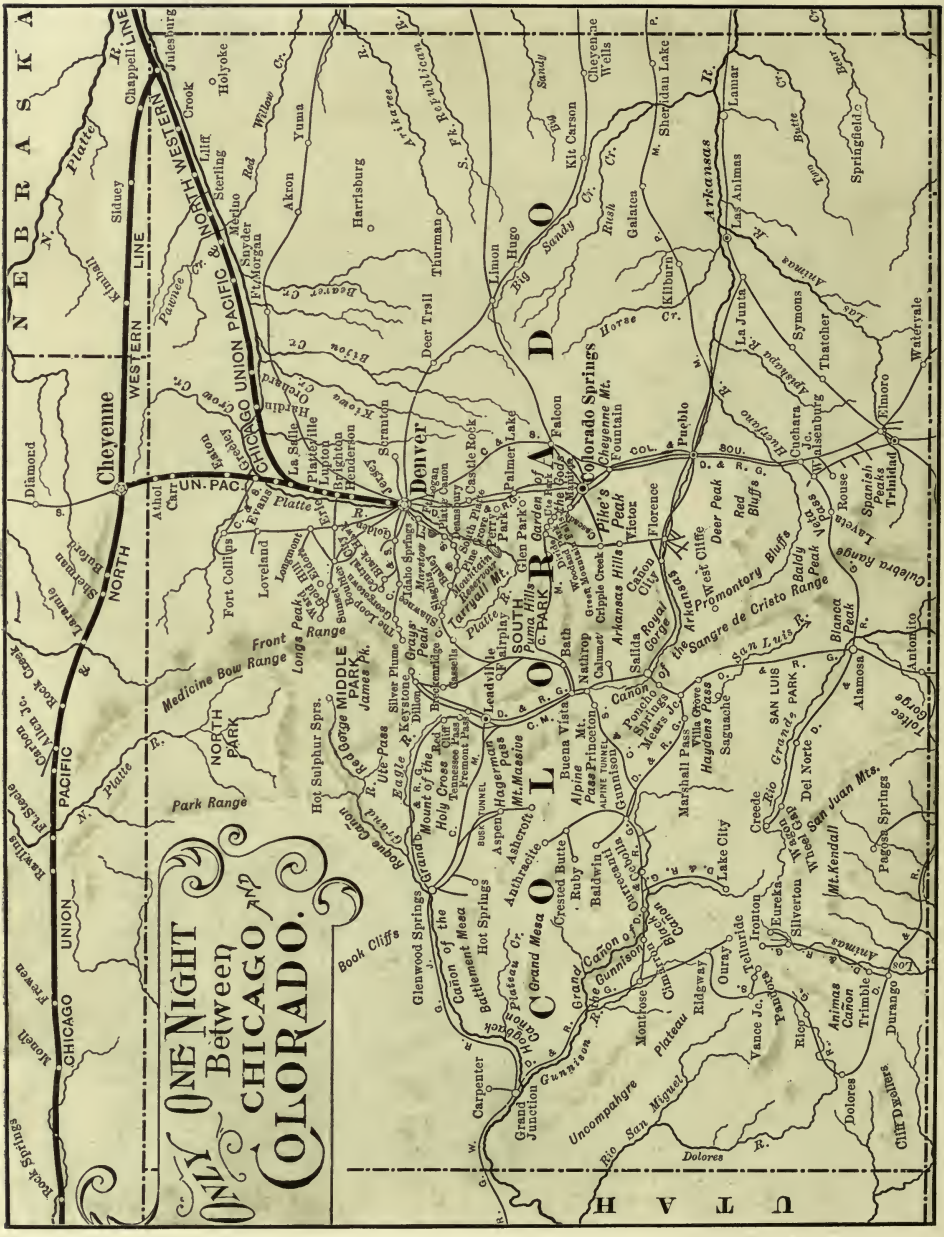
Via the Chicago, Union Pacific & North-Western Line.

Two daily trains to Denver from Chicago and the east are operated over the Chicago & North-Western and Union Pacific Railways. One of these is the famous Colorado Special, only one night to Denver from Cincinnati, Cleveland, Detroit, Toledo, Indianapolis and Chicago. The equipment of this train includes free reclining chair cars, dining cars (meals à la carte), buffet, smoking and library cars with book-lovers' library, day coaches and drawing room sleeping cars. This train runs through solid between Chicago and Denver.

The hour of departure from Chicago is such as to make convenient connections with lines from the east, enabling passengers to reach Colorado from the Atlantic seaboard only two nights en route. An exact counterpart of this train leaves Denver every day and arrives in Chicago the next day, requiring only one night en route. These trains are master-pieces of mechanical construction, and embody all the latest devices of the carbuilder's art.

A second train for Colorado points, the Denver Express, leaves Chicago every night, arriving at Denver and Colorado Springs the second morning, with Pullman drawing room sleeping cars and free reclining chair cars between Chicago and Denver without change. Eastbound, the same excellent daily service is maintained, leaving Denver every night, arrival being made in Chicago early the second morning. Dining cars serve meals à la carte.

For detailed time schedules and complete train service via the North-Western Line to Omaha, Denver, Colorado Springs, Ogden, Salt Lake, the Black Hills, Yellowstone Park, San Francisco, Los Angeles, Portland, and all points west, see current time-table folders, or address representatives of the Chicago & North-Western Railway.



ONLY ONE NIGHT
Between
CHICAGO AND
COLORADO.

N E B R A S K A

U T A H

Cheyenne

DENVER

COLORADO

Rock Springs
Moose
Kearney
Fremont
Morrill
Cheyenne

Chicago Union Pacific

North Park Range
Front Range
Longs Peak
Hanging Rock
Medicine Bow Range

Redwood Springs
Book Cliffs
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Rock Springs
Moose
Kearney
Fremont
Morrill
Cheyenne

Chicago Union Pacific

North Park Range
Front Range
Longs Peak
Hanging Rock
Medicine Bow Range

Redwood Springs
Book Cliffs
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

Wagon Wheel
Hanging Rock
Cannonville
Hot Springs
Patterson Mesa
Cottonwood Springs

PASSENGER REPRESENTATIVES THE NORTH-WESTERN LINE

BOSTON, MASS., 368 Washington St. J. E. BRITTAIN, General Agent, Passenger Department.
 BUFFALO, N. Y., 301 Main St., Ellicott Square. W. M. BURGARD, General Agent.
 CHICAGO, ILL. J. L. FERGUSON, Assistant General Passenger and Ticket Agent; A. H. WAG-
 GENER, Traveling Agent, 22 Fifth Avenue; DAVID H. HOOPS, General Agent, Passenger
 Department; E. D. PARMELEE, City Ticket Agent, 212 Clark St.; R. B. WILSON, Agent,
 Wells Street Passenger Station.
 CINCINNATI, O., 435 Vine St. N. M. BRREEZ, General Agent.
 CLEVELAND, O., 234 Superior St. A. F. CLEVELAND, General Agent.
 DENVER, COLO., 801 17th St. D. W. ALDRIDGE, General Agent.
 DES MOINES, IA., 401 Walnut St. L. F. BERRY, General Agent; A. J. CHEESEMAN, City
 Passenger and Ticket Agent.
 DETROIT, MICH., 17 Campus-Martius. W. H. GUERIN, General Agent Passenger Department.
 DULUTH, MINN., 405 West Superior St. GEO. M. SMITH, General Agent.
 EAGLE GROVE, IA. S. B. JONES, Traveling Agent.
 GREEN BAY, WIS. E. B. DALY, Traveling Agent.
 HELENA, MONT., 201 Granite Block. E. A. GRAY, General Agent.
 HOUGHTON, MICH., Douglas House Block. E. C. GRIFFIN, General Agent.
 KANSAS CITY, MO., 823 Main St. A. L. FISHER, Traveling Agent.
 LOS ANGELES, CAL., 247 South Spring St. W. D. CAMPBELL, General Agent.
 MADISON, WIS. JAMES GIBSON, Traveling Agent.
 MILWAUKEE, WIS., 99 Wisconsin St. J. H. MARTIN, General Agent; F. M. SNAVELY, City
 Passenger and Ticket Agent.
 MINNEAPOLIS, MINN., 600 Nicollet Ave. J. A. O'BRIEN, City Ticket Agent.
 NEW YORK CITY, 461 Broadway. H. A. GROSS, General Eastern Agent.
 OMAHA, NEB., 1401 and 1403 Farnam St. H. C. CHEYNEY, General Agent; GEO. F. WEST,
 City Passenger and Ticket Agent.
Nebraska and Wyoming Division—1201 Farnam St. J. A. KUHN, Assistant General
 Freight and Passenger Agent.
 OSHKOSH, WIS. A. C. KEYES, Traveling Agent.
 PEORIA, ILL., 333 Main St. J. S. TALBOT, General Agent; CHAS. E. BURGESS, City Passen-
 ger and Ticket Agent.
 PHILADELPHIA, PA., 601 Chestnut St. W. A. COX, General Agent.
 PITTSBURG, PA., 504 Smithfield St. M. O. ADAMS, General Agent.
 PORTLAND, ORE., 153 Third St. A. G. BARKER, General Agent.
 ST. LOUIS, MO., 505 Olive St. GEO. F. BRIGHAM, Jr., General Agent.
 ST. PAUL, MINN., 382 Robert St., between Fifth and Sixth. E. A. WHITAKER, City Ticket
 Agent.
 SALT LAKE CITY, UTAH, 206 South Main St. C. A. WALKER, General Agent.
 SAN FRANCISCO, CAL., 617 Market St., Palace Hotel. R. R. RITCHIE, General Agent Pacific
 Coast.
 SEATTLE, WASH., 161 Yesler Way, cor. Occidental Ave. F. W. PARKER, General Agent.
 SIOUX CITY, IA., Security Bank Building. M. M. BETZNER, General Agent.
 SPOKANE, WASH., 13 and 14 Jamieson Building. B. D. BEARDSLEY, General Agent.
 TORONTO, ONT., 2 East King St. B. H. BENNETT, General Agent.
 WINONA, MINN. A. C. JOHNSON, General Agent.
 YOKOHAMA, JAPAN. 4 Water St., T. D. MCKAY, General Passenger Agent, San Francisco
 Overland Route.

NORTHWESTERN-UNION PACIFIC PERSONALLY CONDUCTED EXCURSIONS

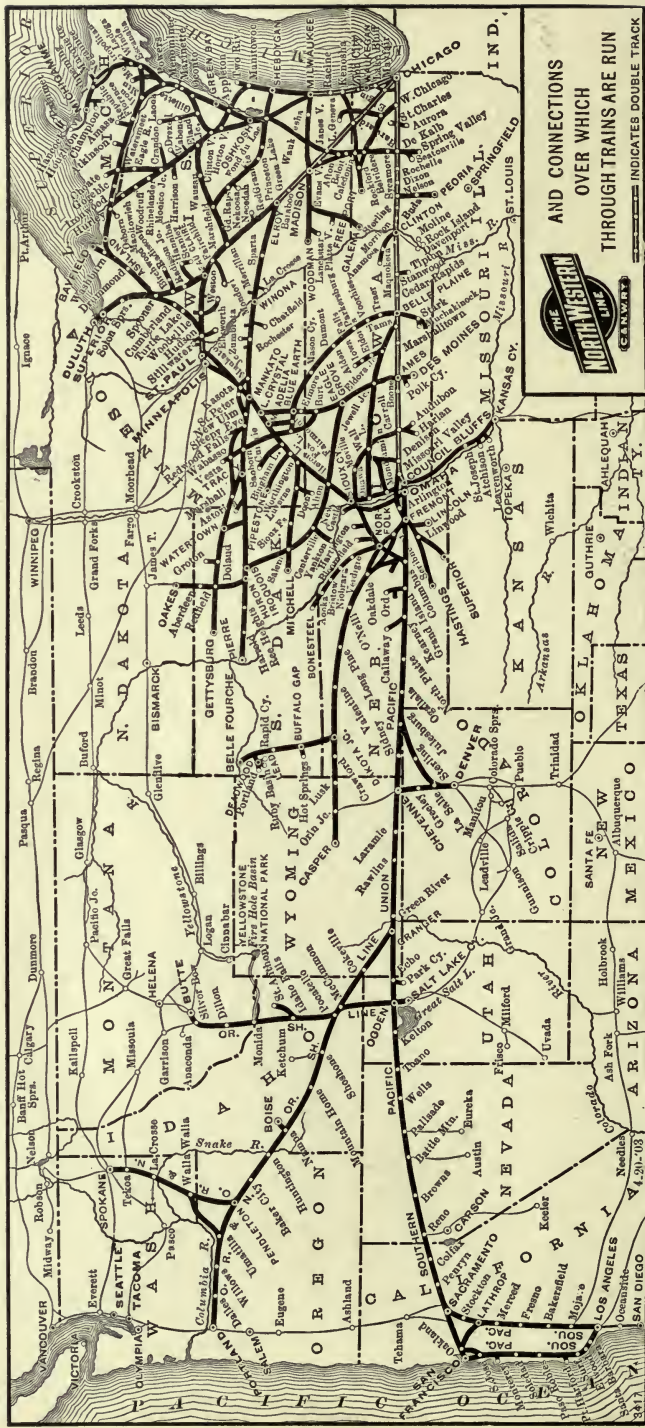
CHICAGO, ILL., 212 Clark St. S. A. HUTCHISON, Manager.
 BOSTON, MASS., 368 Washington St. T. P. VAILLE, Assistant Manager.
 GEO. I. HUMPHREY, Assistant Manager.
 LOS ANGELES, CAL., 250 South Spring St. J. H. PEARMAN, Assistant Manager.

EUROPEAN OFFICES

ANTWERP, BELGIUM, 7 Quai Van Dyck. American Express Co., Agents.
 BREMEN, GERMANY, 6 Bahnhof Strasse. American Express Co., Agents.
 GENOA, ITALY, 15 Via San Lorenzo. American Express Co., Agents.
 GLASGOW, SCOTLAND, 30 Gordon St. American Express Co., Agents.
 HAMBURG, GERMANY, 2 Ferdinand Strasse. American Express Co., Agents.
 HAVRE, FRANCE, 47 Quai d'Orleans. American Express Co., Agents.
 LIVERPOOL, ENGLAND, 10 James St. American Express Co., Agents.
 LONDON, ENGLAND, 3 Waterloo Place (Pall Mall), 84 Queen St., Cheapside. American Express
 Co., Agents; 122 Pall Mall, T. V. WILSON, General European Agent, A. & A. Line.
 PARIS, FRANCE, 11 Rue Scribe (Opera). American Express Co., Agents.
 SOUTHAMPTON, ENGLAND, 3 Canute Road. American Express Co., Agents.

<p>W B. KNISKERN, Passenger Traffic Manager, H. R. McCULLOUGH, Third Vice-President,</p>	<p>C. A. CAIRNS, Gen'l Passenger and Ticket Agent, W. A. GARDNER, General Manager,</p>
---	---

The Chicago & North-Western Railway is the Pioneer Line West and Northwest of Chicago and the only Double Track Railway between Chicago and the Missouri River.



Only one night en route between Chicago and Denver.

Two Fast Trains Daily between Chicago and Colorado.

Three Fast Trains Daily between Chicago, Salt Lake City and the Pacific Coast.







