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fornia (p. 449) and runs to the W. across the great **Mojave Desert** ('Mohahvé'), an elevated sandy plateau, interspersed with salt lakes and alkali tracts, with little vegetation except yucca-palms, small piñons (nut-pines, *Pinus monophylla*), junipers, and sage-brush. Mountains are seen to the N., in the distance. 1520 M. *Homer* (2120 ft.); 1545 M. *Edson* (1730 ft.); 1588 M. *Bagdad* (785 ft.; Rail. Restaurant); 1612 M. *Ludlow* (1780 ft.); 1657 M. *Daggett*.

1666 M. **Barstow** (2110 ft.; Rail. Restaurant) is the junction of the *Southern California R. R.* to *San Bernardino, Colton, Pasadena, Los Angeles, and San Diego* (see pp. 500-503). We change here from 'Mountain' to 'Pacific' time (1 hr. slower; comp. p. xviii). — 1676 M. *Hinckley* (2160 ft.). — 1699 M. *Kramer* (2480 ft.).

FROM KRAMER TO JOHANNESBURG, 28 M., *Randsburg Railway* in 1½ hr. — This line opens up an important new mining district, of which *Randsburg* is the principal town.

At (1737 M.) **Mojave** (2750 ft.) we join the *Southern Pacific Railway*. Hence to —

2118 M. **San Francisco**, see pp. 496, 495.

94. From Denver to Salt Lake City and Ogden.

a. Viâ Denver and Rio Grande Railroad.

753 M. RAILWAY in 28 hrs. (fare \$18; sleeper \$5). Through-cars run on this line to **San Francisco** viâ *Leadville* (see p. 474), but lovers of the picturesque may choose the narrow-gauge route over *Marshall Pass*, uniting with the other line at *Grand Junction* (comp. pp. 473, 474).

The somewhat ambitious title of '*Scenic Line of the World*', adopted by this railway, is much more justified by facts than is usually the case with such assumptions, as the railway actually passes through part of the finest scenery in the United States (comp. also p. 461) and presents some features probably unequalled on any other railway.

Denver, see p. 458. The line runs towards the S., parallel with the *Atchison, Topeka, and Santa Fé R. R.* (p. 462). To the right flows the *Platte River*, while in the distance are the fine snowy peaks of the *Rocky Mts.* (comp. p. 458). 25 M. *Sedalia* (5835 ft.); 33 M. *Castle Rock* (6220 ft.), so named from a rock that rises from the plain to the left. *Pike's Peak* (p. 470) may now be seen in front, to the right. — 43 M. *Larkspur* is the station for *Perry Park*, with its fantastic rock formations. To the right, about 8 M. farther on, rises the *Casa Blanca*, a huge white rock 1000 ft. long and 200 ft. high. — 52 M. *Palmer Lake* (7240 ft.; Rail. Restaurant), on the watershed between the *Platte*, flowing N. to the *Missouri*, and the *Arkansas*, flowing S. to the *Mississippi*. *Glen Park* (hotel), '*Colorado's Chautauqua*', lies ½ M. to the S. A new road leads to the S.W. from *Palmer Lake* to (35 M.) *Manitou Park* (Hotel, \$3), another favourite resort (comp. p. 476). — The line traverses cattle and sheep ranches. The snowy mountains re-appear from their temporary concealment behind the foot-hills. — 62 M. *Husted* (6595 ft.). Several fantastic rocks are seen to the left. 67 M. *Edgerton* (6420 ft.) is the nearest station

to *Monument Park* (p. 470). — As we approach Colorado Springs we have a splendid view, to the right, of Pike's Peak (p. 470) and the Gateway of the Garden of the Gods (p. 469).

75 M. **Colorado Springs** (5990 ft.; **The Antlers*, \$3-5; *Alamo, Alta Vista*, \$2½-4; *Gough*, R. from 75 c.; **Broadmoor Hotel*, connected with the Casino, p. 469, \$3-5, R. from \$1), a city of 22,000 inhab., on an elevated plateau, near the E. base of Pike's Peak, is pleasantly laid out, with wide tree-shaded streets, and resembles a well-kept and well-to-do New England country-town. It is the principal health-resort of Colorado, and has become the permanent residence of many who are unable to stand the changeable climate of England or the E. coast.

Colorado Springs was founded in 1871, though a settlement had been made somewhat earlier at *Colorado City* ('Old Town'), a small industrial colony, 2 M. to the N.W. (comp. p. 476). No manufacturing is carried on at Colorado Springs, which has been carefully kept as a residential and educational centre, and no 'saloons' are permitted. The name is somewhat of a misnomer, as the nearest springs are those at Manitou (p. 469); but this is decidedly the pleasantest headquarters for exploring the surrounding district (Manitou and Pike's Peak included).

The **View of the mountains from Colorado Springs*, well seen from Cascade Avenue, near Colorado College, is very fine. *Pike's Peak* (p. 470) dominates the scene, while to the S. of it (named from right to left) rise *Cameron's Cone* (10,500 ft.), *Mt. Garfield*, *Bald Mt.* (ca. 12,500 ft.), *Mt. Rosa* (11,570 ft.), and *Cheyenne Mt.* (9950 ft., p. 469). To the right of Pike's Peak opens the *Ute Pass* (p. 476), and still farther to the right lies the *Garden of the Gods* (p. 469). The *Cheyenne Cañons* (p. 469) lie between Cheyenne Mt. and Monte Rosa. In the foreground is the high-lying plateau known as the *Mesa* (Span. 'table-land'). To the E. and S. of the town spreads the illimitable prairie, which in certain states of the atmosphere looks startlingly like the ocean — an illusion intensified by the moving shadows, the smoke of distant locomotives, and the outcrop of lines of rocks resembling breakers.

The Climate of Colorado Springs resembles that of Davos and like it is especially good for consumption or as a preventive for those predisposed to that disease. It is also well suited for persons suffering from nervous exhaustion, malarial poisoning, and other debilitating affections, but is usually harmful to the aged and to those with organic affections of the heart or nerves. It has more wind and dust than Davos, but also more sunshine and dryness; and as the ground is bare most of the winter, there is no period of melting snow to prevent the invalid staying all the year round. Riding, driving, and the usual winter sports can be freely indulged in. There is no rain from Sept. till April. In the winter (Nov.-Mar.) of 1883-89 the average temperature at Davos was 26° Fahr., of Colorado Springs 30°; the latter had 300 hrs. more sunshine than the former. The prevailing winds at Colorado Springs are S.E. and N.; the average percentage of humidity is 47. The town is sheltered by the foot-hills, except to the S. E., where it lies open to the great plains; and, being situated where they meet the mountains, it enjoys the openness and free supply of fresh air of the sea-shore, without its dampness. The soil is dry sand and gravel, with a shallow top-layer of garden soil. There are no springs beneath the town-site. Good water is brought from the mountains, and the sewerage system is excellent. The accommodation for invalids is comfortable and there are several good physicians, one of whom is English (Dr. Solly). No invalid should come or remain without medical advice.

— Colorado Springs itself contains comparatively little to arrest the tourist's attention, but it is a splendid centre for innumerable pleas-

ant drives and excursions (see below). Among the most prominent buildings are *Colorado College* (500 students) and its preparatory school, *Cutler Academy*; the *State Asylum for the Deaf, Dumb, and Blind*; the *National Printers' Home*; the *Opera House*; and the *Hotels and Hospitals*. *Helen Hunt Jackson* ('H. H.'; 1831-85) is buried in *Evergreen Cemetery*. Two small *Parks* have been laid out. The principal clubs are the *El Paso Club*, the *Pike's Peak Club*, the *Golf Club*, and the *Country Club*, the last with pleasant quarters near the foot of *Cheyenne Mt.* (see below).

Excursions from Colorado Springs.

(1). **Austin Bluffs**, about $3\frac{1}{2}$ M. to the N.E. of the city (reached by carriage, bicycle, or on foot), commands a magnificent *View of the Rocky Mts., the city, and the plains. The Spanish Peaks, 100 M. to the S., are clearly discernible. To the W. are the peaks mentioned at p. 468. To the N. is the *Divide*, or watershed between Colorado Springs and Denver.

(2). **CHEYENNE MT. AND THE CHEYENNE CAÑONS.** The foot of *Cheyenne Mt.* (9950 ft.), which rises 5 M. to the S.W. of Colorado Springs, is easily reached by electric tramway (10 c.), passing near the pleasant quarters of the *Country Club* (see above) and the *Broadmoor Casino*, with its boating lake, a good restaurant (D. \$1.25), ball-rooms, and orchestral concerts. A group of attractive cottages are clustered round it. The *Cheyenne Mt. Road* leads across the flank of the mountain, commanding exquisite views, in which the brilliant red rocks, the blue sky, the green trees, and the dazzling white snow offer wonderful combinations of colour. The road is steep, narrow, and badly kept, so that steady horses, driver, and head are desirable. It goes on to (20 M.) *Cripple Creek* (p. 473), and (22 M.) *Seven Lakes* (10,350 ft.; inn, sometimes closed), but many visitors turn back at the ($2\frac{1}{2}$ M.) *Horseshoe Curve*. The summit of the mountain may be reached by a path (1 M.) diverging to the left near the saw-mill. — The *Cheyenne Cañons* are on the N. side of the mountain, and the electric tramway ends near their entrance. The *S. Cañon* (adm. 25 c.) may be followed on foot to (1 M.) the *Falls*, which descend 500 ft. in seven leaps. From the top of the flights of steps we may ascend to the left to the brink of the cañon (*View) and go on thence to the above-mentioned road, where our carriage may be ordered to meet us. The *N. Cañon* (fine falls, pools, and cliffs) may be followed for 3-4 M.

(3). **GARDEN OF THE GODS (5 M.).** The road leads to the W. across the *Mesa* (p. 468), passing (4 M.) the entrance to *Glen Eyrie*, a private estate (visitors admitted) containing some fantastic rocky scenery (*Cathedral Rock*, *Major Domo*, etc.). About 1 M. farther on we reach the *Gateway of the Garden of the Gods*, consisting of two enormous masses of bright red rock, 330 ft high and separated just enough for the roadway to pass through. The *Garden of the Gods* is a tract of land about 500 acres in extent, thickly strewn with grotesque rocks and cliffs of red and white sandstone. Among the chief features are the *Cathedral Spires*, the *Balanced Rock*, etc. On reaching the road on the other side of the Garden we may either proceed to the right to ($1\frac{1}{2}$ M.) *Manitou Springs* (see below) or return to the left, viâ *Colorado City* (p. 468), to ($4\frac{1}{2}$ M.) *Colorado Springs*.

(4) **Manitou** (6320 ft.); *Mansion House*, *Manitou Hotel*, *Iron Springs House*, \$4; *Barker House*, \$3-4; *Cliff Ho*, \$2 $\frac{1}{2}$ -4; *Sunnyside*, \$2 $\frac{1}{2}$ -3 $\frac{1}{2}$; *Ruxton*, \$2-3), situated in a small valley among the spurs of Pike's Peak, and at the mouth of the *Ute Pass* (p. 476), is largely frequented for its fine scenery and its effervescent springs of soda and iron. It is reached from Colorado Springs by the railway (viâ *Colorado City*, 6 M.; 10 c.), by electric tramway (10 c.), or by driving across the *Mesa* or through the *Garden of the Gods* (ca. 5 M.; comp. above). The waters, which belong to the group of weak compound carbonated soda waters and resemble those of *Ems*, are

beneficial in dyspepsia, diseases of the kidneys, and consumption. The chief springs are the *Navajo*, *Manitou*, *Shoshone*, *Little Chief*, and *Iron*. The water is very palatable and is used both for drinking and bathing; there is a well-equipped *Bath House*. Among the numerous pleasant points within reach of Manitou are the picturesque °*Ute Pass* (comp. p. 476), with the fine *Rainbow Falls* (1½ M. from Manitou) and the *Grand Caverns* (adm. \$1; fine stalactites and stalagmites, often gorgeously coloured); *Williams Cañon*, with (1 M.) the *Cave of the Winds* (\$1; these two walks easily combined by a trail near the entrance of the Cave of the Winds); the (3 M.) *Red Cañon*; *Ruxton's Glen* and *Engleman's Cañon*; the (3 M.) *Garden of the Gods* (p. 459); *Monument Park* (see below); the *Cheyenne Cañons* (p. 469; 9 M.); and the *Seven Lakes* (p. 469; 9 M. by trail, 25 M. by road). Manitou is also the starting-point for the ascent of *Pike's Peak* (see below) *Manitou Park* (p. 476), at the head of the Ute Pass, is 20 M. distant.

(5). °*Pike's Peak* (14,147 ft.), one of the best-known summits of the Rocky Mts., rears its snowy crest about 6 M. to the W. of Colorado Springs and just above Manitou. It is usually ascended by the °*MANITOU AND PIKE'S PEAK RAILWAY*, which was built upon the Abt cog-wheel system and opened in 1891. The railway begins in Engleman's Cañon, a little above the Iron Springs Hotel. Its length is 8¾ M., with a total ascent of 7500 ft. or an average of 846 ft. per mile. The steepest gradient is 1:4. The ascent (return-fare \$5) is made in about 3 hrs., including a stoppage at the *Half-way House* (meal 75c.), a pleasant little hotel in *Ruxton Park*, frequented by summer-visitors. — The *CARRIAGE ROAD* to the top of Pike's Peak begins at *Cascade*, 6 M. from Manitou (railway; comp. p. 476). It is 17 M. long and has a comparatively easy gradient (carr. to the top and back in 8 hrs., \$5 each). — The *BRIDLE PATH* (6 hrs. on foot or on horseback; horse \$5) begins near the railway-station and ascends through *Engleman's Cañon* (trail well defined; guide unnecessary for experts). Another *Trail*, 4½ M. long, now seldom used, ascends from the *Seven Lakes* (p. 459). — The summit is occupied by a small *Inn*, open in summer (meals \$1), containing a large telescope. The view is superb, embracing thousands of square miles of mountain and plain. The Spanish Peaks (p. 474) and the extended line of the grand Sangre de Cristo Range (including Sierra Blanca) are seen to the S and Long's Peak (p. 460) to the N., while the other peaks visible include Mt. Lincoln (N.), Mt. Gray, Mt. Cross, and the neighbouring mountains named at p. 463. Denver, Pueblo, Colorado Springs, and Manitou are all visible. The ascent of Pike's Peak can be safely made in summer only, owing to the snow; the mountain-railway begins running in June. — The huge *Pike's Peak Tunnel* is being constructed below Pike's Peak to connect Colorado Springs with the Cripple Creek district (p. 473), about 16 M. in a direct line. The tunnel, to be finished in seven years, is expected to pay for its cost (\$20,000,000) by the ore found in the process of excavation. It is also hoped that it will be of great importance as a drainage system.

(6). *Monument Park* (*Pines Hotel*), a tract of curiously eroded sandstone rocks, similar to those of the Garden of the Gods (see p. 469), may be reached from Colorado Springs by road (9 M.; carr. \$6-8) or by railway to *Edgerton* (p. 467), from which it is ½ M. distant.

Among other points of interest near Colorado Springs are *Bear Creek Cañon*, 3 M. to the W.; *My Garden* (so named by H. H.), 4 M. to the S.W., on the slope of Cheyenne Mt (view); *Templeton's Gap* and *Colorado Springs Garden Ranch*, 4½ M. to the N.E.; and *Blair Athol*, a lovely glen to the N. of Glen Eyrie (p. 469).

Beyond Colorado Springs our line continues to run towards the S. To the right we see *Cheyenne Mt.* (p. 469); to the left extends the boundless prairie. Stations unimportant.

120 M. Pueblo (4665 ft.; *Union Depot Hotel and Restaurant*, \$3-3½, meal 75c.; *Grand*, \$2½), situated at the confluence of the *Arkansas River* and the *Fontaine qui Bouille Creek*, is an active

commercial and industrial city of 24,558 inhab., with smelting and steel works. It is the outlet of a rich mining district (coal, iron, etc.) and also trades in agricultural products. The *Mineral Palace*, a curious building with a ceiling formed of 28 domes, contains specimens of all the minerals produced in the State.

Beyond Pueblo the D. & R. G. R. R. runs on to (210 M. from Denver) *Trinidad* (p. 463), where it joins the main line of the Atchison, Topeka, and Santa Fé R. R. (see R. 93b).

Cuchara Junction (5940 ft.), 170 M. from Denver, is the point of divergence of the Silverton branch of the D. & R. G. R. R., forming part of the 'Around the Circle' tour mentioned at p. 461. Between Cuchara and (191 M.) *La Veta* (7025 ft.) the isolated *Spanish Peaks* (13,620 ft. and 12,720 ft.) are well seen to the left (S.). Beyond (199 M.) *Ojo* ('Oho') we begin to ascend the 'Veta Pass, the summit of which is 9390 ft. above the sea. Two engines are required to draw the train up the steep incline, and great engineering skill has been shown in overcoming its difficulties (maximum gradient 1:10). The most abrupt bend is known as the *Mule-Shoe Curve*. To the right rises *Veta Mt.* (11,175 ft.). We now begin to descend into the *San Luis Valley* or *Park*, the largest of the Great Parks of Colorado (p. 443). It is 100 M. long, 60 M. wide, and about 7000 ft. above the sea-level, and is surrounded by mountains 11-14,000 ft. high. 212 M. *Placer* (8410 ft.); 226 M. *Garland* (7935 ft.). To the right towers the triple peaked *Sierra Blanca* (14,465 ft.), the southernmost of the *Sangre de Cristo* range and loftiest of the Rocky Mts. — 250 M. *Alamosa* (7545 ft.; *Victoria*, \$ 3; *Rail. Restaurant*), a brisk little town of 1091 inhab., on the *Río Grande del Norte*, is the junction of a branch-line to (70 M.) *Creede* and of another to *Villa Grove* and *Salida* (see p. 473). [The *Creede* branch ascends along the *Río Grande del Norte*. 17 M. *Monte Vista* (7665 ft.; *Hotel Blanca*, \$ 3); 31 M. *Del Norte* (7880 ft.; *Windsor Ho.*, \$ 2); 47 M. *South Fork*. Farther on (61 M.) we pass through the 'Wagon Wheel Gap, a picturesque mountain pass, with *Hot Springs* (*Hotel*, \$ 1½). 70 M. *Creede* (*Hotels*) is one of the most wonderful of the silver cities of Colorado, dating only from the discovery of the ore here in 1891, but already containing 7000 inhab. and producing silver to the value of \$ 4,000,000 in 1892.] From *Alamosa* our line runs towards the S. 265 M. *La Jara* ('La Habra'; 7610 ft.); 272 M. *Manassa*, a Mormon settlement. — 279 M. *Antonito* (7890 ft.; *Palace*, \$ 2) is the junction of a line running S. to (91 M.) *Española* and (155 M.) *Santa Fé*.

[The *Española* branch enters *New Mexico* (see below) at (23 M.) *Palmilla* and traverses a district inhabited mainly by Spanish-speaking Mexicans. From (65 M.) *Barranca* a stage runs to (11 M.) the hot springs of *Ojo Caliente*. About 6 M. farther on the train enters the romantic 'Comanche Cañon' ('Comanchay'). — 72 M. *Embudo* (5820 ft.), where we reach the *Río Grande del Norte* (see above), is the starting-point for a visit to the (20 M.) *Pueblo de Taos* ('Tows'), one of the most interesting and complete of the cities of the Pueblo Indians (see p. lxxv). A grand festival is held here on Sept. 30th. The curious mysteries celebrated by *Los Hermanos Penitentes* in *Passion Week* include much self-flagellation and culminate at Easter in a realistic drama of the Crucifixion. — 91 M. *Española* (5590 ft.), a small hamlet, is the S. terminus of the D. & R. G. R. R. On the opposite bank of the *Río Grande* is the old Mexican town of *Santa Cruz*, with a 16th cent. church. Excursions may also be made to the (4 M.) *Pueblo of San Juan*, the *Pueblo of Santa Clara*, the *Pueblo de Taos* (see above), etc. *Española* is connected with (34 M.) *Santa Fé* (p. 464) by extension of the D. & R. G. R. R.]

From *Antonito* the *Silverton* line runs towards the W., gradually ascending from the *San Luis Valley* towards the *Conejos Mts.* ('Conehos'). We repeatedly cross and recross the boundary between *Colorado* and *New Mexico* (the 'Sunshine State'). Beyond (305 M.) *Sublette* the railway bends round *Phantom Curve*, so called from the spectral sandstone rocks bordering the track. Below us (left) lies the *Los Piños Valley*. The alignment of the railway here is of the most tortuous character. Beyond (309 M.) *Toltec* we thread a tunnel and enter the imposing 'Toltec Gorge, the bottom of which lies

1500 ft. below us. The best view is obtained from the bridge crossed just after emerging from the tunnel; and just beyond this, to the left, is a *Memorial of President Garfield* (d. 1881). At (329 M.) *Cumbres* (10,115 ft.) we reach the top of the pass across the *Conejos* or *San Juan Mts.* and begin the descent. 343 M. *Chama* (7860 ft., Rail. Restaurant, meal 75 c.). From (3⁵ M.) *Lumberton* stages run to (28 M.) *Pagosa Springs* (7110 ft.; hotel; springs, 140° Fahr.). 402 M. *Arboles* (6015 ft.). At (424 M.) *Ignacio* we reach a reservation of the Ute Indians. — 450 M. *Durango* (6520 ft.; *Strater House*, \$3; *Blain*, \$2), a progressive town of 2726 inhab., on the *Río de las Animas*, is the commercial centre of S.W. Colorado.

[From Durango the tourist may, if he prefer, continue the 'Circle' by the *Río Grande Southern R. R.*, rejoining the main route at *Ridgway* (p. 473). This line passes *Fort Lewis*, crosses the *Animas* watershed at (21 M.) *Cima* (8590 ft.), and descends the *Mancos Valley* to (40 M.) *Mancos*. This is the starting-point of the trail to the (20 M.) famous 'Cliff Dwellings' of the *Mancos Cañon*, which rank among the most important remains of the mysterious cliff-dwellers and should be visited by every student of the native races of America (guide and horses on application to the railroad agent at Mancos). Comp. p. lxxv and 'The Land of the Cliff Dwellers', by *F. H. Chapin* (1892). — At (47 M.) *Milwood* (7640 ft.) we cross the *Chicken Creek Divide* and then descend through *Lost Cañon* to (60 M.) *Dolores* (6960 ft.; hotel). Thence we ascend through the *Dolores Valley* and the narrow *Dolores Cañon* to (96 M.) *Rico* (8735 ft.; *Enterprise Hotel*, \$3), a mining centre (pop. 1134) amid the *San Miguel Mts.* From Rico the train climbs (gradient 11:100) to (110 M.) the *Lizard Head Pass* (10,250 ft.), whence it descends on the other side of the *San Miguel Mts.*, passing (113 M.) *Trout Lake* (9800 ft.; hotel). This descent, by means of the (117 M.) *Ophir Loop* (9220 ft.) and numerous zigzags, iron bridges, and rock-cuttings, taxed the skill of the engineer to the utmost. From (124 M.) *Vance Junction* (8115 ft.) a line runs to (8 M.) *Telluride* (8760 ft.; *American, Sheridan*, \$2½), a beautifully situated mining town (pop. now about 4000), passing the large *Keystone Placer Mine*. Beyond (146 M.) *Placerville* (7295 ft.; hotel) we cross the *Horse-Fly Range*, a spur of the *Uncompahgre Mts.*, at the (149 M.) *Dallas Divide* (8990 ft.), and then descend into the fertile *Dallas* or *Pleasant Valley*, surrounded by snow-capped peaks. 154 M. *High Bridge* (7960 ft.). — 162 M. *Ridgway*, see p. 473.]

Beyond Durango the Silver or 'Rainbow' Route turns to the N. and follows the *Río de las Animas*. Beyond (459 M.) *Trimble Hot Springs* (6645 ft.; *Hermosa*) the valley contracts and at (463 M.) *Rockwood* (7365 ft.) we reach the beautiful *Animas Cañon*, the walls of which rise 500 ft. above us on the one side and drop 1000 ft. below us on the other. A single mile of track here cost \$140,000 (28,000 l.) to build. On issuing from the cañon we see the curious *Needle Mts.* towering to the right. We then traverse the pretty little *Elk Park*. To the left rises *Garfield Peak* (12,135 ft.). — 495 M. *Silverton* (9225 ft.; *Grand Central*, \$3), a mining town with 1214 inhab., and the terminus of this branch of the D. & R. G. R. R., is finely situated in *Baker Park*, near the base of *Sultan Mt.* (13,500 ft.), one of the grandest of the *San Juan Mts.*

We now follow the *Silverton Railway*, one of the most extraordinary feats of engineering in America, which ascends over *Red Mt.* (13,335 ft.) to (20 M.) *Ironton*, a small mining town. The line winds backwards and forwards like the trail of a serpent and finally attains a height of 11,235 ft. (2000 ft. above Silverton). The scenery is of the grandest description, and the 'View from the summit is superb. The descent is as wonderful as the ascent. Numerous mines are passed.

At Ironton we leave the railway and proceed by stage to (3 M., a drive of 3 hrs.) *Ouray*. The road is good and the scenery magnificent. To the left rises *Mt. Abrahams* (12,600 ft.). We pass the *Bear Creek Falls* (250 ft. high) and the *Uncompahgre Cañon*.

Ouray (7120 ft.; *Beaumont Hotel*, \$3-4; *Western*, \$2-3½), where we again reach the D. & R. G. R. R., is a picturesque mountain-town with 2534 inhab., frequented for its grand scenery and its hot medicinal springs. To the S. rise *Mt. Hardin* and *Mt. Hayden*; to the N.W. is *Uncompahgre*

Peak (14,420 ft.). — The distance from Ouray to *Montrose* (see p. 475) is 35 M. On the way the railway passes the confluence of the *Uncompahgre* and the *Dallas*, (10 M.) *Ridgway* (7000 ft.; Mentone, \$3-4; see p. 472), the (22 M.) old *Los Piños Agency*, and (26 M.) *Fort Crawford*, a U. S. military post. From *Montrose* to *Salida* and *Denver* and to *Salt Lake City*, see p. 475.

Our line now diverges to the right (W.) from the line running S. to *Trinidad* (see p. 471) We follow the course of the *Arkansas River* (left), crossing various tributaries. To the right fine views are enjoyed of *Pike's Peak* (p. 470), towering above the lower mountains. — 153 M. *Florence*, with large petroleum tanks and derricks.

FROM FLORENCE TO CRIPPLE CREEK, 40 M., railway in 3 hrs. (through cars from *Denver* in 8¼ hrs.). This line opens up an important mining district. 16 M. *Wilbur*; 35 M. *Victor* (9735 ft.; 3000 inhab.). — 40 M. *Cripple Creek* (9800 ft.; *National Hotel*, from \$3), situated high up among the mountains, to the W. of *Pike's Peak* (comp. p. 469), has changed since 1891 from a small cattle-ranch into one of the chief gold-mining towns in the country, with 15,000 inhab. and numerous substantial buildings. The annual value of its gold production now exceeds \$14,000,000. — From *Cripple Creek* to *Divide*, see p. 476.

161 M. *Cañon City* (5345 ft.; *St. Cloud*, \$3; *Royal Gorge Hotel*, 2 M. to the W.. \$2-3), a small health-resort (2825 inhab.), frequented for its hot mineral springs, situated at the mouth of the *Royal Gorge*, 2 M. to the W. Beyond *Cañon City* we pass between the *Royal Gorge Hotel* (left) and the *State Penitentiary* (right) and enter the famous **Grand Cañon of the Arkansas*, 8 M. of stupendous rocky scenery (granite), through which the railway barely makes its way along the boiling river. At the narrowest point, known as the *Royal Gorge*, where the train stops for a few minutes, the rocks tower to a height of 2600 ft. and the railway passes over a bridge hung from girders mortised into the smooth sides of the cañon. Beyond the cañon we still follow the foaming *Arkansas*, passing numerous fantastic rocks and crags. Farther on we obtain a good view, in front, of the fine snow-clad **Sangre de Cristo Range*. To the left is the *Broad-side Range*. As we near *Salida* the Collegiate peaks, *Mts. Harvard*, *Yale*, and *Princeton* (see p. 461), come into sight in front (N. W.).

217 M. *Salida* (7050 ft.; *Palmer Ho.*, in the town, on the other side of the river, \$2; *Monte Cristo*, at the station, \$3), a small town (2586 inhab.), beautifully situated and commanding a grand mountain-view (to the S., the lower N. peaks of the *Sangre de Cristo Range*; to the S. W., *Mts. Ouray* and *Shavano*; to the N. W., the *Collegiate Peaks*). The small hill in front of the station (½ hr.; very steep path) is a commanding point of view.

From *Salida* passengers by the *Denver & Rio Grande R. R.* have a choice of two routes, uniting at *Grand Junction* (p. 475). The narrow-gauge line (left) crosses *Marshall Pass* (p. 474), one of the loftiest passes across the main ridge of the *Rocky Mts.*, while the standard-gauge line, with through-carriages (comp. p. 467), runs viâ *Leadville* (p. 477). The latter route, which coincides to some extent with the *Colorado Midland Railway* (p. 476), is here given in small type, while the *Marshall Pass* line is given as the main route.

FROM SALIDA TO GRAND JUNCTION VIA LEADVILLE, 239 M., railway in 9-10 hrs — The train runs towards the N., with *Mt. Shavano* (14,240 ft.) to the left. 7 M. *Brown's Cañon*; 17 M. *Nathrop* (7695 ft.); 25 M. *Buena Vista* (see p. 461). To the left tower the *Collegiate Peaks* (p. 461) 48 M. *Granite* (8945 ft.; comp. p. 461) is the best point for excursions to the *Twin Lakes* (p. 461), one of the finest points in South Park (p. 461). — 56 M. *Malta* (9580 ft.) is the junction of the branch-line to (4 M.) *Leadville* (see p. 477). — 58 M. *Leadville Junction*. At (67 M.) *Tennessee Pass* (10,440 ft.) we cross the Continental watershed (tunnel) and begin to descend towards the Pacific Ocean. To the left rises *Mt. Massive* (14,300 ft.), at the foot of which is *Evergreen Lake*. Just before reaching (76 M.) *Pando* we have a good view (left) of the *Mountain of the Holy Cross* (14,175 ft.; see p. 461). A little farther on we pass through the short but fine *Red Cliff Cañon*. 83 M. *Red Cliff* (8670 ft.). About 5 M farther on is the *Eagle River Cañon*, where the mining-shafts and miners' dwellings are seen clinging to the sides of the cliffs, 2000 ft above our heads. Near (91 M.) *Minturn*, to the right, is a rock known as the *Lioness*. Beyond (133 M.) *Dotsero*, at the confluence of the *Eagle and Grand Rivers*, we enter the fine *Cañon of the Grand River*, which is 16 M. long and has rocky sides reaching a height of 2000-2500 ft. We pass through three tunnels, the last 444 yds. long. — 150 M. *Glenwood Springs* (5200 ft.), see p. 477. A branch-line runs hence to (41 M.) *Aspen* (see p. 477). To the S.E. towers *Mt. Sopris* (12,970 ft.). Beyond *Glenwood* we continue to follow the *Grand River*, which flows to the left. 162 M. *Newcastle*, and thence to (239 M.) *Grand Junction*, see p. 477.

Beyond *Salida* the narrow-gauge runs at first towards the S. W. — 221 M. *Poncha* (7480 ft.; Hot Springs Hotel, *Poncha Springs Ho.*, \$2), with hot springs (90-185°), is the junction of a branch-line to (11 M.) *Monarch*. — From (228 M.) *Mears Junction* (8435 ft.) a line runs S. to (75 M.) *Alamosa* (p. 471).

This line also runs through a picturesque district, affording fine views (left) of the *Sangre de Cristo Range*, including the *Three Tetons* (p. 432), *Music Peak* (13,300 ft.), and the *Sierra Blanca* (p. 471).

We continue to ascend rapidly, the line winding backwards and forwards in a series of the most abrupt curves, and affording a striking spectacle of engineering skill. Lofty mountains rise on every side. The top of the **Marshall Pass* is 10,858 ft. above the sea. The view includes *Mt. Ouray* (14,400 ft.), rising close to the line on the right, and the *Sangre de Cristo Range* to the S.E. Snow lies here all the year round.

The first part of the descent is very rapid, and numerous abrupt curves are turned (no standing on the platform allowed). — 259 M. *Sargent* (8480 ft.). We now traverse a bleak moorland district. Beyond (279 M.) *Parlin* (7950 ft.) we repeatedly cross the meandering *Tomichi*. — 290 M. *Gunnison* (7680 ft.; *La Veta Hotel*, with railway-restaurant, \$3-4, meal 75 c.), a town of 1105 inhab., is of considerable importance as the outlet of a rich mining district.

A branch-line runs from *Gunnison* to (28 M.) *Crested Butte* (8880 ft.; *Elk Mountain Ho.*, \$2), a small town, in a district rich in coal, silver, and gold. The *Crested Butte* is close to the town. The *Elk Mts.*, a little to the W., rise finely from the plain and afford good shooting.

Beyond *Gunnison* we follow the *Gunnison River*, at first on one side and then on the other. — 316 M. *Sapinero* (7245 ft.) is the junction of a line, running through **Lake Fork Cañon*, to (35 M.) *Lake City*, near the beautiful *Lake San Cristobal*. An observation

car is attached to the train for the passage of the ***Black Cañon**, or *Grand Gorge of the Gunnison*, which is 15 M. long and in some respects even finer than the Royal Gorge. Among the most prominent individual features are the *Chippeta Falls* (right) and the **Currencanti Needle*, a lofty pinnacle of rock surmounted by a flag-staff (about halfway down the cañon). The river, which we cross and re-cross, alternates between foaming rapids and pleasant quiet reaches. Near the end of the cañon we diverge to the left from the Gunnison and follow the cañon of its tributary, the **Cimarron*, one of the finest pieces of the whole gorge. From (331 M.) *Cimarron* (6895 ft.; Rail. Restaurant) we ascend rapidly to (336 M.) *Cerro Summit* (7965 ft.), and then descend, nearly as rapidly, towards the Lower Gunnison. The country now traversed is arid and unattractive. — 343 M. *Cedar Creek* (6750 ft.). 353 M. *Montrose* (5790 ft.; Belvedere, with rail. restaurant) is the junction of the line to Ouray (see p. 473). The *Uncompahgre Mts.*, culminating in *Uncompahgre Peak* (14,420 ft.), are seen to the S.W. (left). Beyond (374 M.) *Delta* (4980 ft.) we pass through the *Cañon of the Lower Gunnison*, where the smooth-faced sandstone cliffs are striking. Beyond (399 M.) *Bridgeport* we thread a tunnel 722 yds. long. In approaching Grand Junction we cross the *Grand River*, just above the mouth of the Gunnison.

425 M. **Grand Junction** (4580 ft.; *Brunswick Hotel*, \$2½; Rail. Restaurant) is of importance as the junction of the Denver and Colorado Midland railways. We continue to follow the *Grand River* (left). To the right are the fantastic *Little Book Cliffs*. We traverse the bare '*Colorado Desert*'. At (460 M.) *Utah Line* we enter *Utah* (p. 478), called by the Mormons *Deseret*. To the left, in the distance, are the *La Sal* and *San Rafael Mts.* To the right are the *Roan* or *Book Mts.* (7000-9000 ft.), with their variegated cliffs. 480 M. *Cisco*. — At (531 M.) *Green River* (4070 ft.) we cross the river of that name and enter another stretch of desert.

Beyond Green River the train ascends steadily towards the *Wahsatch Range*. At (556 M.) *Lower Crossing* (4630 ft.) we cross the S. fork of the *Price River*. 594 M. *Price* (5560 ft.); 601 M. *Helper* (Rail. Restaurant). At (605 M.) *Castle Gate* (6165 ft.) we reach the ***Castle or Price River Cañon**, the entrance to which is formed by two pinnacles of sandstone, 450-500 ft. high, barely leaving room for the railway and river to pass between them. 618 M. *Colton* (7185 ft.). At (626 M.) *Soldier Summit* (7465 ft.) we reach the top of the pass over the **Wahsatch Mts.** and begin to descend on the other side. 633 M. *Clear Creek* (6245 ft.); 651 M. *Thistle* (5040 ft.). A little farther on we pass through the pretty little *Spanish Fork Cañon* and emerge in the beautiful *Utah Valley* (p. 478). To the S. rises *Mt. Nebo* (12,000 ft.). 666 M. *Springville* (4565 ft.). To the left lies *Utah Lake*, with the *Oquirrh Mts.* rising beyond it. 671 M. *Provo* (4530 ft.), a thriving little Mormon city, with 5159 inhab., situated on the *Provo River*, a little above its mouth in *Utah Lake*.

685 M. *Lehi* (4545 ft.). Farther on we see (left) the small river *Jordan*, connecting Utah Lake with the Great Salt Lake (p. 480). 701 M. *Bingham Junction* (4380 ft.). As we approach Salt Lake City we have a view to the right of the Mormon Tabernacle and Temple.

716 M. *Salt Lake City* (4240 ft.), see p. 477.

Beyond Salt Lake City the train runs to the N., with Great Salt Lake generally in sight to the left. To the right rise the Wahsatch Mts. In the lake are the large and mountainous *Antelope Island* and (farther on) *Fremont Island*. 752 M. *Lake Park* (hotel), a pleasant bathing-resort on Salt Lake, with excellent bathing arrangements (comp. p. 481). 764 M. *Hooper* (4390 ft.).

753 M. *Ogden* (4310 ft.), see p. 447.

b. *Viâ Colorado Midland Railway.*

712 M. RAILWAY in 26-28 hrs. (fare \$ 18; sleeper \$5). Through-carriages to San Francisco. This line ('Pike's Peak Route') also traverses much fine scenery.

From *Denver* to (74 M.) *Colorado Springs* the train uses the tracks of the Atchison, Topeka, and Santa Fé Railway (see p. 462), practically coinciding with that above described (R. 94a). From *Colorado Springs* the line runs towards the W. 77 M. *Colorado City*, see p. 468; 80 M. *Manitou*, see p. 469. 81 M. *Manitou Iron Springs* (6550 ft.), the starting-point of the Pike's Peak Railway (p. 470). Beyond *Manitou* the train ascends through the beautiful **Ute Pass*, on the shoulder of Pike's Peak (p. 470), so called because formerly the regular route of the Ute Indians in passing across the mountains to the plains. 86 M. *Cascade Cañon* (7240 ft.; Ramona, \$ 2-3; Cascade; Rail. Restaurant), the starting-point of the carriage-road to the top of Pike's Peak (comp. p. 470); 87 M. *Ute Park* (7510 ft.; Ute Hotel); 89 M. *Green Mountain Falls* (7735 ft.; Hotel, \$ 2¹/₂-3¹/₂); 95 M. *Woodland Park* (8485 ft.; hotel), at the head of the Ute Pass, affording a splendid view of Pike's Peak. From (100 M.) *Manitou Park Station* (8465 ft.) a four-horse coach runs to (7 M.) **Manitou Park* (7500 ft.; Hotel, well spoken of, \$ 3). On leaving the Ute Pass we cross the (102 M.) *Hayden Divide* (9200 ft.), part of the Continental watershed.

From Divide the *Midland Terminal Railway* runs towards the S. to (29 M.) *Cripple Creek* (p. 473; 1³/₄ hr.; through-cars from Denver in 6-7 hrs.), passing (6 M.) *Gillett* (23 M.) *Victor*, and (27 M.) *Anaconda*, all important mining points.

From Divide we descend, passing (111 M.) *Florissant* (8150 ft.), to the fine **Granite* or *Eleven Mile Cañon*, through which rushes the *South Platte River*. We are now traversing *South Park* (p. 464). 123 M. *Howbert* (8520 ft.); 133 M. *Spinney* (8630 ft.); 144 M. *Hartsel Hot Springs* (8890 ft.; Hotel, \$ 2-2¹/₂), one of the chief resorts in South Park. After crossing the *Trout Creek Pass* (9345 ft.)