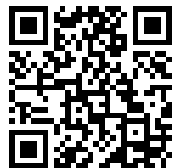

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THE SHORT LINE BLUE BOOK

A HANDBOOK FOR TRAVELERS

OFFICIAL
TIMETABLES
OF THE



AND
CONNECTIONS

April

1904



**"THE ONE DAY TRIP THAT
BANKRUPTS THE ENGLISH LANGUAGE"**

PUBLISHED MONTHLY BY THE BLUE BOOK PUBLISHING CO. PUEBLO



THIS MAGNIFICENT EIGHT-STORY FIRE-PROOF HOTEL

ANGELUS

On the Corner of Fourth and Spring Sts., Los Angeles, Calif.,
Was Opened December 15, 1901, by

G. S. HOLMES,

Proprietor "KNUTSFORD" HOTEL, Salt Lake City.

TOURISTS

And others going eastward will find that a stop-off of a few days at Salt Lake City can be most pleasurably spent. "The Knutsford" is the only new fire-proof hotel for the better class of trade in the city. Every place of interest is nearby this hotel. Do not be misled, but check your baggage direct to "The Knutsford," Salt Lake City.

N. B.—An interesting illustrated booklet on "Zion," will be mailed to anyone addressing

G. S. HOLMES, PROP.,
SALT LAKE CITY.



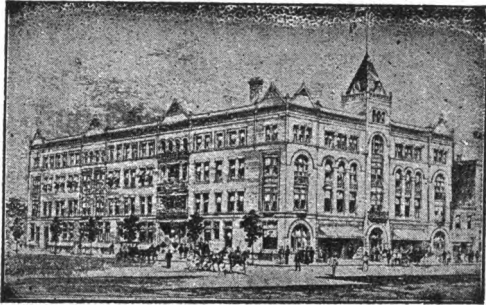
"THE KNUTSFORD," Salt Lake City.

The Alamo

Colorado Springs, Colo.

GEO. S. ELSTUN, Prop.

H. P. KNIGHT, Manager.



*The Only American and
European Plan Hotel in the City*



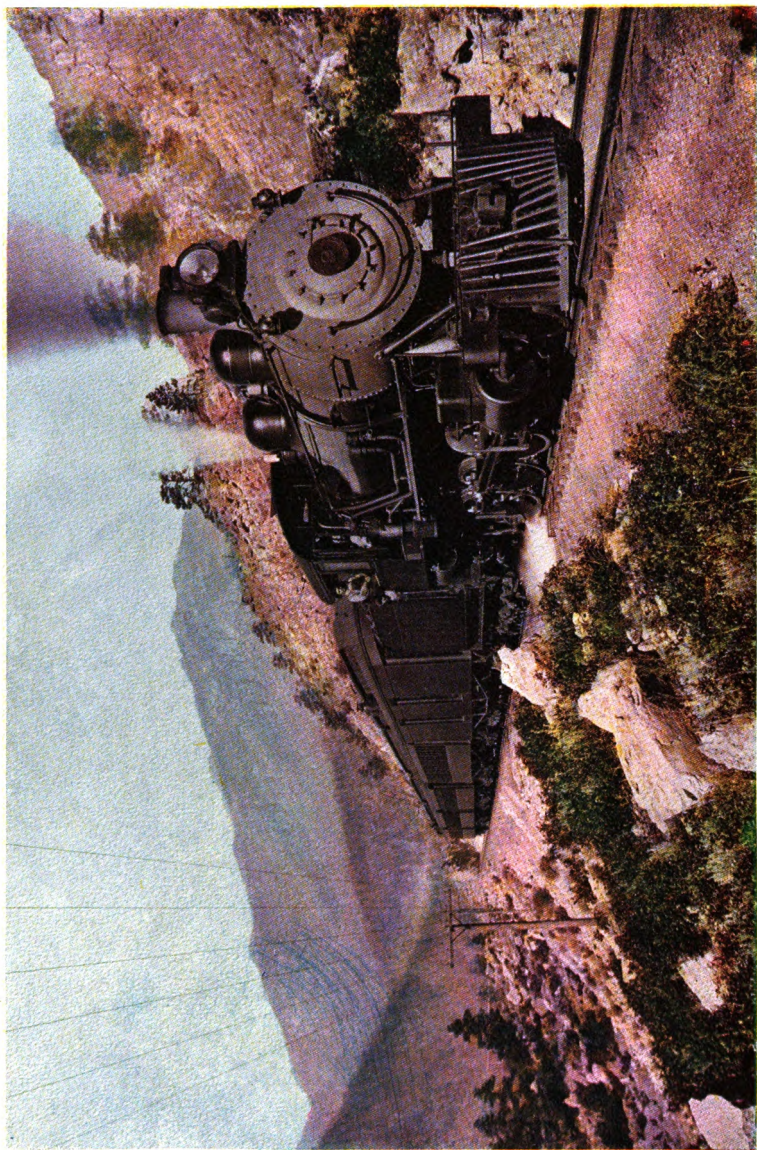
Rates European Plan Rates, \$1.00 per day and up
American Plan Rates, \$2.50 to \$4 per day and upwards
Special Weekly and Monthly Rates

New and Fire Proof

Most Thoroughly Equipped and Most Modern House in the Pike's
Peak Region. The rooms and bath rooms unsurpassed.
Table and service ranks with the finest hotels in the West

BEST SAMPLE ROOMS IN THE STATE

AMERICA'S MOST FAMOUS SCENIC ROUTE



C. S. & C. D. RAILWAY "SHORT LINE" IN BEAR CREEK CANON.

THE COLORADO SPRINGS AND CRIPPLE CREEK SHORT LINE

"SHE SITS FOREVER IN THE SUN"

DENVER,
COLORADO.

Joaquin Miller thus wrote of Denver, and all who have seen it pronounce this one of the most beautiful of modern cities.

ALL ROADS LEAD THERE



The Brown Palace Hotel

ABSOLUTELY FIRE-PROOF



EUROPEAN PLAN

\$1.50 PER DAY AND UPWARD

A 2.2.4

The Antlers

COLORADO SPRINGS, COLO.



Open All the Year
Thoroughly Fire-proof
250 Rooms European Plan
Rooms \$1.50 per Day and up
One of the Best Appointed and
Most Comfortable Hotels
in the West

Cuisine Unexcelled
Every Modern Convenience
Situated in a Charming
Climate, Noted for
its Tonic Effects
Golf and Other Outdoor Sports
Accessible to Guests

L. A. KITTREDGE, Mgr.

THE CLIFF HOUSE

E. E. Nichols & Son, Props.

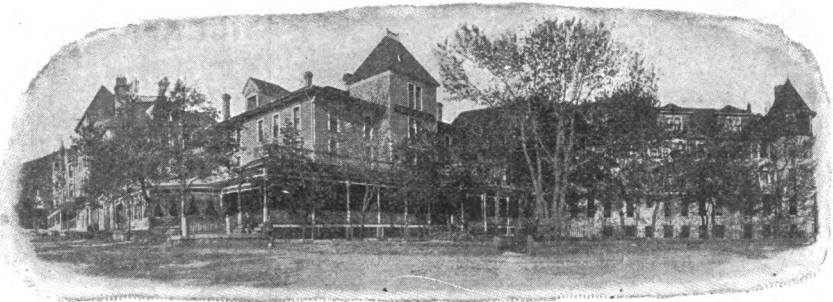
Opened March 18, 1904, for the 28th Consecutive Season
Under One Management

Completely
Modernized



Two Hundred
Guest Rooms

“At the Foot of Pike’s Peak”



In the Center of all the Attractions of the Pike’s Peak Region
The Only Mineral Springs in the Pike’s Peak Region are in the Village of Manitou

American Plan Rates, until June First
\$2.50 to \$4.00 per day

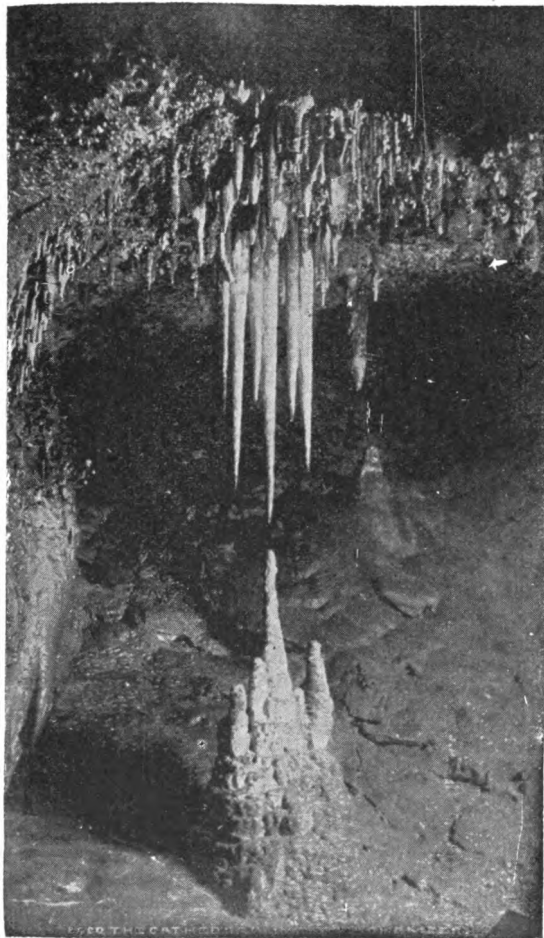
Weekly Rates on Application

Manitou, - - - - - Colorado

Wonderful Cave of the Winds

AT MANITOU SPRINGS, COLORADO,

IN BEAUTIFUL WILLIAMS CANON, OVER TEMPLE DRIVE.



LIGHTED BY MAGNESIUM LIGHTS

These caves are three-quarters of a mile underground, and run directly through the heart of the mountains. Here the handiwork of nature in all its charms and wonders is to be seen.



Diamond Hall and Crystal Palace

Are the principal attractions in these subterranean chambers. The ceiling of the Diamond Hall is decorated with graceful wreaths and festoons of flowering alabaster, which under the influence of the magnesium light of the guide, is beautiful to the extreme, and every inch of wall sparkles, and scintillates every conceivable color and shade, giving the effect of Diamond Mosaic Work. Language fails to describe the wonders of these caves, and no tourist should fail to see them before returning home. Guides at entrance from 8 a. m. to 8 p. m. Admission \$1.00.

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ESTABLISHED 1857

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UNDERGROUND, SURFACE,
 & INCLINE WIRE ROPE
 HAULAGE OUTFITS.




The Short Line Blue Book.

VOL. IV.

COLORADO SPRINGS, COLO., APRIL 1, 1904.

No. 1

The Short Line Blue Book

BLUE BOOK PUBLISHING COMPANY.
PUEBLO, COLORADO.

Circulation, 8,500 Monthly.

Among the many interesting side trips is the wonderful trip over the top of the mountains and around the rims of North and South Cheyenne Canons, via The Short Line, to the Cripple Creek Gold Camp, a full description of which will be found in this book.

Reduced Rate for Side Trips.

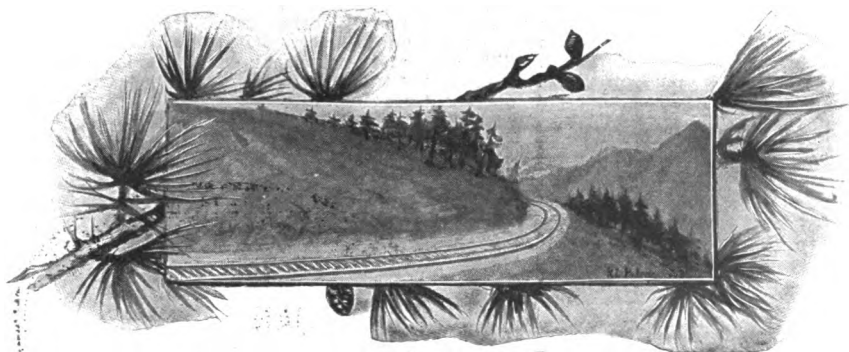
The regular round-trip rate is \$5.00, but holders of through tickets reading to or from Utah and Pacific Coast points, may procure Side Trip Tickets from Colorado Springs to Cripple Creek District points and return, good ten days, over The Short Line at the rate of \$2.75, provided such through tickets are presented to ticket agent of The Short Line at Colorado Springs at the time side trip tickets are purchased.

CALIFORNIA TOURISTS, TARRY HERE!

It is conceded that Colorado Springs and the Pike's Peak region, which is tributary to it, contain a greater number and variety of scenic wonders than can be found in any equal area in the world, while the fame of the almost perfect climate is heralded far and near. It is the region of Perennial sunshine, dry, clear atmosphere, and cool, invigorating mountain breezes. It is just the place to tarry and recuperate one's energies after the fatigue of travel,—while visits to the numerous points of scenic grandeur and marvelous formations will furnish recreation and instruction. To view the glories of the Rockies, their giant peaks, magnificent canons, beautiful resorts, and crystal streams, one must stop at Colorado Springs, from which point all places of interest may be conveniently and comfortably reached at minimum expense.

It is expected that the Festival of Mountain and Plain will be held in Denver this year during the month of August, when the state is filled with tourists. Many new and novel features are proposed which will prove attractive and interesting.

It is stated that the Cog Road to the summit of Pike's Peak will be converted into an electric line. It is expected that the work of electrifying the line will begin the coming summer and be completed in time for the opening of the tourist season of 1905.



The Chicago & Alton has decided to equip immediately with electric lights all the cars in its trains. The consolidated axle light system will be used.

Although definite agreements have not been signed, it is understood that the St. Louis & San Francisco has made arrangements whereby it will be permitted to operate trains over the tracks of the Missouri Pacific from Memphis, Tenn., to Baton Rouge, La., and over the Yazoo & Mississippi Valley from Baton Rouge to New Orleans.

By the completion of three tunnels on the Southern Pacific's coast line, from Montalvo, Cal., to a point near Los Angeles the route between San Francisco and Los Angeles will be shortened 7 miles in distance and gain something in train time, while also avoiding several severe grades and curves on the present route by way of Saugus and San Fernando tunnel. One of these tunnels is 7,369 feet in length and others are respectively 900 and 600 feet long. The new line has been ballasted and is about ready for opening.

A jury at Fort Worth, Tex., has convicted of perjury and sentenced to three years in the penitentiary, one McDonough, who had brought suit for damages against the Santa Fe, alleging permanent injuries while acting as brakeman. In the trial it was proved that the man had sustained his injuries in the east and had afterwards collected \$800 from the Missouri, Kansas & Texas as a compromise for not bringing suit against that road.

One who boards a train without a ticket because the ticket office is not open for the sale of tickets, as required by statute, is held by the New York Supreme Court, in *Monnier vs. New York Central & Hudson River Railroad Company*, to have no right to re-

fuse to pay the extra fare required of passengers without tickets, and resist ejection on tender of the price of the ticket, but to be required to pay the additional fare, and resort to his legal remedy to recover it and the statutory penalty for failure to have the office open.

The Supreme Court of Illinois, in a decision just rendered through Justice Ricks, in the case of *Schumacher vs. Chicago & Northwestern Railway*, has fully sustained the principle of car service associations; ruling, not only, that car service or demurrage charges are legal, that the 48 hours free time and the charge of \$1 per car per day is reasonable, but also that such regulations are in the interest of the public, and that the railways have a lien for charges assessed under the rules of the Chicago Car Service Association.

The Southern Pacific has arranged what is termed a "free traveling newspaper library." It is planned to distribute the great number of papers and other periodicals that reaches the literary department daily among employes and residents along the line in the sparsely settled districts in western Texas. These papers will be rolled into bundles, taken west daily and dropped off at various stations for free distribution.

Representative Hearst of New York has introduced a bill creating an interstate commerce court, and authorizing the interstate commerce commission to fix freight rates.

The "Railway Age" says editorially in its issue of March 18th: "Railway wars, like other wars, are wasteful and demoralizing. The contestants are certain to lose money. It is different with the public aspects of the case. Great volumes of freight are shipped

"A Glorious Trip."

"In June last we enjoyed a glorious trip over 'The Short Line' from Colorado Springs to Cripple Creek, and were charmed with its magnificence. Permit me to say that during fifteen years of constant travel I have traversed almost every scenic line on the continent, and for grandeur and variety of scenery or masterly skill in engineering, I have seen nothing that surpasses 'The Colorado Springs & Cripple Creek Short Line.'"

N. N. RIDDELL, The Lecturer, 6328 Egglestone Ave., Chicago.

at rates much below ordinary rates. There is a fierce struggle for traffic at any price. The impression can readily gain ground that war rates are still profitable rates, and that nothing but arbitrariness on the part of the rail-ways prevents the level of war rates from becoming the normal level. Public representatives see in this an argument for a general reduction in rates. They would rather see the thousands or hundreds of thousands of dollars ruthlessly sacrificed in rate wars applied in a judicial lowering of rates, where it will do most good. Furthermore, rate wars illustrate a certain inability to live in fair business relations with others and a lack of self-control and judicial conduct. The inference is not entirely without foundation that where the lack of self-control has been demonstrated, external control must be provided. In other words, rate wars give direct encouragement to an increase in public control and furnish dangerous material for indiscriminate harangues on the evils of railway management."

The Short Line will be represented at the World's Fair by three large groups of representative views, handsomely framed. The frames are 36x40 inches, dark oak and white mats, and each one contains a collection of eleven of the best Short Line views, printed from negatives secured by Photographers W. E. Hook, F. H. Weeks and A. J. Harlan, all of Colorado Springs. They were on exhibition for a few days at the Chamber of Commerce and much admired by the citizens and tourists of Colorado Springs.

Exhaustive reports on the Yampa coal field of Routt county, and the Hydrocarbons of western Colorado and eastern Utah, along the Moffat road, have been made to General Manager Ridgway by Mr. W. Weston, mining engineer, and printed in pamphlet form

for circulation. The reports are of a technical character, from the standpoint of an expert, complete and reliable, and the pamphlets which are printed on heavy book paper, profusely illustrated with half tone engravings, and neatly bound in blue linen covers, will be in great demand by investors and others interested in the rich territory which will be opened up by the Moffat line.

The rates authorized from Colorado common points.—Denver, Colorado Springs and Pueblo—to St. Louis and return, account of the World's Fair are as follows: Season tickets, to be sold daily April 15th to November 15th, return limit December 15th, \$39.20. Sixty day tickets, on sale April 25th to November 20th, return limit sixty days from date of sale, \$32.70. Ten day tickets, on sale April 27th to November 30th, return limit ten days from date of sale, \$29.40. Proportionate rates will be made from interior Colorado points.

Regular traffic over the Ogden-Lucin cut-off of the Southern Pacific began on March 8, when a freight train of 35 cars containing Asiatic freight steamed across Salt Lake.

The gross earnings of the Missouri Pacific system for 1903 were \$43,095,769, an increase of 15 per cent over 1902, notwithstanding exceptionally disadvantageous transportation conditions throughout the greater part of 1903. The net earnings were \$13,680,765, an increase of 10 per cent over 1902.

The American Crude Rubber Company, recently organized in Colorado Springs for the manufacture of crude rubber from the Colorado rubber plant, has decided to erect a factory in the vicinity of Colorado City. When it is considered that not an ounce of rubber is manufactured in the United States, and that all rubber used in this coun-

"A Joy Forever."

"A trip over The Short Line from Colorado Springs to the Cripple Creek District is to put a new meaning to the words 'beauty,' 'sublimity' and 'grandeur,' and to leave in the mind a glowing picture in yellows and red of mighty canons, lofty crags and mountain peaks, that must ever remain while memory lasts,—a joy forever."

MISS LOUISE E. FRANCIS, Special Chautauqua Agt., Box 527, Chicago.

try is imported from Mexico, South America and Africa, the importance of this new Colorado industry, which gives promise of rivaling any other known to the west, can readily be appreciated.

If literature of a highly artistic, attractive and thoroughly reliable sort will accomplish the purpose, then the great state of Colorado will be liberally and effectively represented at the World's Fair. The Promotion and Publicity Committee has already under way eight new books devoted to the state's attractions and resources, including mining, climate, homes, scenery, agriculture, outdoor life, manufacturing, and hotels and resorts.

The annual report of the Pennsylvania system of railways for 1903 is an interesting document, and shows the magnitude and importance of the corporation and its great earning capacity. The report shows miles of road operated, 10,914, east and west of Pittsburgh; gross earnings, \$242,517,758, net earnings, \$67,138,320. It was thought that the high water mark in earnings had been reached in 1902, but the showing for 1903 was more than 10 per cent greater.

The new 3,000 mile ticket of the Chicago, Rock Island & Pacific Railway issue, sold at rate of \$75.00, is good for through passage between Colorado Springs and Cripple Creek District points over The Short Line, upon detachment of 90 coupons.

Garnishment notices served upon officials of railways for debts incurred by employes are a source of much annoyance, and stringent measures are being taken by some of the large systems to stop the practice. The general manager of the A., T. & S. F. has issued a circular which says: "On and after this date any employe who is garnisheed

will be suspended from service until the matter is settled and garnishments withdrawn. It is found necessary to establish this rule because of different court decisions in several states, under some of which the railway company is liable for double payment."

The contract for the great Pennsylvania Railroad tunnel under East river, between Jersey City and New York, has been let to the O'Rourke Engineering & Construction Co., for the sum of \$20,000,000, and it is stated that work will begin at once, to be completed in about two years.

The decision of the Supreme Court of the United States, affirming the decision of the Circuit Court, declaring the Northern Securities Company illegal under the Sherman Anti-Trust Law, has been the chief topic for discussion in the railway world since March 14th, on account of the probable effect it may have on other so-called railway "combinations."

Colorado has been very fortunate in securing from the Western Passenger Association lines the same schedule of reduced rates from St. Louis, Chicago and intermediate points to Denver, Colorado Springs and Pueblo for the coming tourist season, as in effect last year. Dates of sale will probably commence about June 10th and continue daily up to and including September 30th, final return limit October 31st. Rate from Chicago \$30.00 and from St. Louis \$25.00, round trip, with corresponding rates from intermediate points. This liberal rate from St. Louis will undoubtedly attract a large number of the World's Fair visitors.

The Chicago & Northwestern Railroad has issued a complete and comprehensive map of the field operations of the Russia-Japan war.

"Embraces Every Phase."

"The essence of all Colorado seems to be in the trip over 'The Short Line' to Cripple Creek—one could not ask for more wonders crowded into twenty-four hours. The magnificent prospects, that one after another in quick succession, fairly burst upon the vision with strangely dramatic suddenness—the overpowering interest of the Cripple Creek District—the road itself, are all features which for any tourist to omit would be injustice, both to Colorado and to himself."

HENRY P. PHELPS, New York.

Summer excursion rates have been adopted by the Colorado lines to take effect May 15th and continue until October 31st, which is fifteen days later than the excursion period authorized in former seasons. An attractive and liberal schedule of rates will apply, and a season of great activity in the tourist travel is confidently predicted.

Every hotel and business enterprise in Colorado is reaping the benefit of The Short Line's soliciting agency in Los Angeles. Up to date, more tourists from the Pacific Coast have stopped over in Colorado for several days on their way east than ever before, although the eastbound movement has hardly started. Attractive descriptive literature of Colorado, including the "Blue Book," is placed in the hands of every tourist on the coast by The Short Line representative, who reports that the people are manifesting great interest and enthusiasm in the Centennial state.

Improvements in the "Blue Book" continue. The handsome new cover design in two colors will appeal to our readers as being attractive and artistic. There will be several original designs used during the year, and the present high standard of excellence will be maintained in every department, while improvements and additions will be made from time to time as opportunity offers.

PERSONALS.

Mr. C. E. McKim is general superintendent of transportation of the Chicago, Rock Island & Pacific, instead of general superintendent of telegraph as previously stated.

Mr. Horace G. Burt, ex-president of the Union Pacific, is said to have accepted an important position with the Russian government in charge of improvements on the Trans-Siberian Railway.

Mr. George W. Boyd, general passenger agent of the Pennsylvania Railroad, has been notified that Emperor William of Germany has conferred upon him the decoration of the Order of the Crown. This was bestowed in remembrance of the assistance rendered to Prince Henry during his recent visit to the United States.

Mr. H. L. Peck has been appointed traveling passenger agent of the Chicago & Alton at Kansas City, Mo.

Mr. J. R. Koontz, chief clerk of the freight department of the Atchison, Topeka & Santa Fe at Topeka, Kan., has been appointed secretary of the Galveston Freight Bureau at Galveston, Tex., to succeed Mr. J. H. Johnston, resigned.

Mr. H. I. Miller, general manager of the Chicago, Rock Island & Pacific, has also been appointed general manager of the Choctaw, Oklahoma & Gulf, and operated lines.

Mr. S. E. Stohr, assistant general freight agent of the Chicago Great Western at Chicago, has been appointed general freight agent, with headquarters at Saint Paul, Minn., succeeding Mr. S. O. Brooks, resigned.

Mr. Charles B. Sloat, city passenger and ticket agent of the Chicago, Rock Island & Pacific at Pueblo, Colo., has been appointed general agent of the passenger department at Denver, Colo., in place of Mr. A. H. Moffet, resigned. Mr. Sloat is succeeded at Pueblo by N. L. Drew, formerly city passenger and ticket agent of the Colorado & Southern Railway at Pueblo.

E. O. McCormick, passenger traffic manager of the Southern Pacific Company, at San Francisco, has been promoted to the position of assistant traffic director of all the Harriman lines, with office in Chicago, and is succeeded as passenger traffic manager at San Francisco by Chas. S. Fee, formerly general passenger agent of the Northern Pacific Company, at St. Paul.

"A Red Letter Day."

"We made the trip from Colorado Springs to Cripple Creek over 'The Short Line' today, which has proved a Red Letter Day of my life. I have been in nearly every quarter of the globe, but I have never seen anything so wonderful in the way of railroad building, or more grand in scenery."

G. A. GOODALE, Colonel 17th Infantry, U. S. Army.

O'ER CANON AND CRAG

TO THE LAND OF GOLD

Via THE SHORT LINE

Introduction.

The formal opening of The Colorado Springs & Cripple Creek District Railway, better known as "The Short Line," connecting the tourist center of Colorado Springs with the Cripple Creek District—The World's Greatest Gold Camp—by the shortest feasible route, was celebrated on April 8th, 1901, since which time its fame as a line of unparalleled scenic attraction and marvelous engineering achievement has spread to all parts of the country.

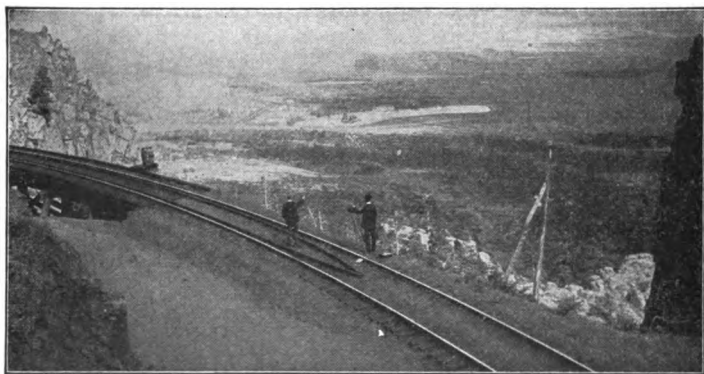
tain apart, whence we may behold the glories of the world.

A 20th Century Railroad.

The Short Line is a 20th Century railroad in every respect. The roadbed is wide and of an ideal character. The track is standard gauge, of 75-pound steel rails, with broad ties, and ballasted with disintegrated granite.

Equipment.

The equipment is the best obtainable.



VIEW FROM POINT SUBLIME.

A Gorgeous Panorama.

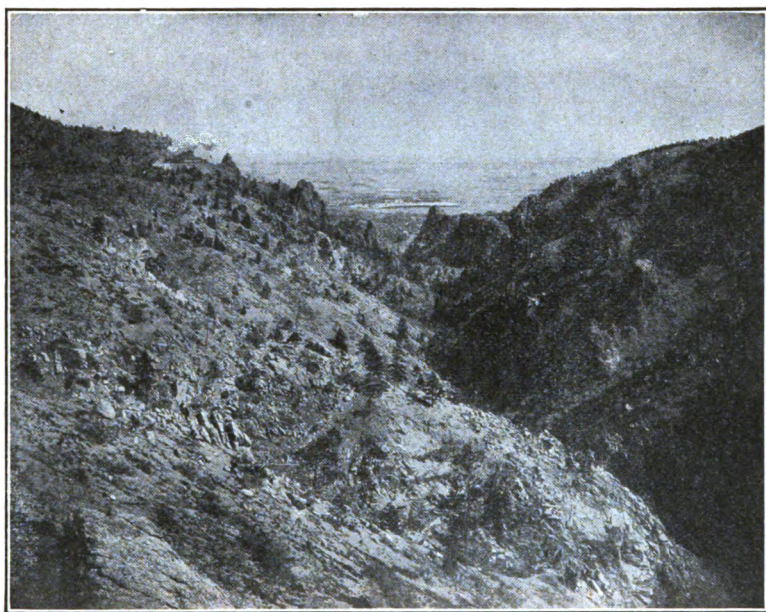
The ride of forty-five miles from Colorado Springs to Cripple Creek District is one continuous panorama of Nature's most gorgeous mountain and canon scenery, condensing, as it were, the glories of the world within the compass of a two and a half hours' trip. It starts where the beauty begins, it chooses the most lovely spots as its pathway and seems to lead us to a very high moun-

The passenger coaches are of the best modern standard. They are beautifully finished, richly upholstered and are models of comfort. A special feature of the road is its Observation and Scenic Cars. These have proved most attractive to tourists, affording every facility for viewing the magnificent scenery. The monster locomotives are of the most improved pattern, and built expressly for this service.

SCENES ALONG THE WAY.**Colorado Springs.**

Colorado Springs, the starting point of the road, is so well known that few words will be necessary. Its reputation as the tourist center of the Rocky Mountains is established. It is conceded that the Pike's Peak region, which is tributary to it, contains within its borders a greater number and variety of scenic wonders than can be found in any other equal area in the world. The

six-mile run before it swings around to begin its mighty climb. On the left, one mile and a half out, may be seen the immense reduction plant of 300 tons capacity per day of the Portland Gold Mining Company, for treatment of the enormous output of ore from the famous Portland Gold Mine of the Cripple Creek District. Nearby are the new works of the Telluride Reduction Company with a capacity of 300 tons per day.



NORTH CHEYENNE CANON FROM TRAIN.

fame of its health-giving climate is heralded far and near. The numbers of those seeking the benefits to be gained through its influence are increasing rapidly every year, many who come as visitors remaining permanently.

The Start.

Although at an altitude of 6,000 feet, Colorado Springs is in reality a city of the plains. It is at the foot of the Rockies, but not in them. The train has a

Colorado City and Manitou.

But we are gradually ascending. As we rise to the higher foothills and the train winds along their crests, away to the right is seen the towering pinnacles of the rocks of the Garden of the Gods. Farther to the west, nestling in the cleft of the mountains, is Manitou Springs, the Spa of the West, whose healing waters are sought by thousands.

Closer at hand is Colorado City, the first capital of the State of Colorado. In the foreground are the great works of the United States Reduction and Refining Company. This plant for the treatment of Cripple Creek ores has a capacity of 750 tons a day.

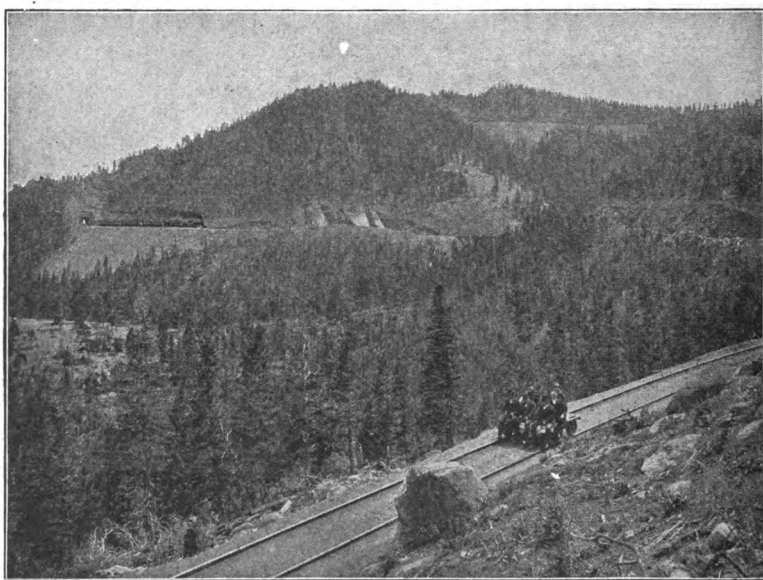
Bear Creek Canon.

We are now threading our way along the side of romantic Bear Creek Canon. This is one of the many beautiful

like a silver crescent moon in the dark wooded land below.

Point Sublime.

We are approaching Point Sublime—a spot most appropriately named, for no term could better describe the view which here bursts upon the vision. The charming suburb of Broadmoor is at our feet; Colorado Springs lies to the northeast, and an excellent idea of the



THREE ELEVATIONS OF TRACK.

canons of this section of the country.

As we reach the base of the mountains the train makes a sudden turn to the left, crosses the canon, and the ascent of the mountains really begins.

The Ascent.

Gradually the scene is unfolded as we rise. We can already see Colorado Springs and the bluffs four miles beyond, and the lake at Broadmoor looks

city and its extent may be obtained.

Away beyond, fading into the uncertain horizon, stretch the rolling plains, dotted here and there with lakes glistening in the sunlight. The panorama is one of incomparable magnificence. Mere measurements seem altogether meaningless. What Niagara is to waterfalls, such is Point Sublime to scenery. The observer is 7,200 feet above the sea level, and 1,200 feet higher than the plains.

North Cheyenne Canon.

A turn to the right and we lose the limitless vision of the plains for a while at least, and our eyes are riveted on the nearer glories of the North Cheyenne Canon; and what glories they are! Here the majesty of the scenery is indescribable.

Silver Cascade Falls.

Looking out on the right we see a waterfall hundreds of feet above our heads; it sparkles and shimmers in the

scenic grandeur is famous the world over.

South Cheyenne Canon.

We now obtain a fine view of the upper part of the south branch of South Cheyenne Canon. The beauty and grandeur of the eastern end of the canon must be seen by following the narrow course between its rugged granite sides hundreds of feet in height, reaching a magnificent and most impressive climax at the wonderful Seven Falls. No



ST. PETER'S DOME, COLORADO.

morning sunlight, and if there be a wind it waves like flowing silk.

Fairview.

We follow the serpentine trail along the top of North Cheyenne Canon, obtaining a finer and more comprehensive view of its magnificent beauty than otherwise possible, until Fairview is reached. This point is the confluence of the North and South Cheyenne Canons,—the two stupendous gorges whose

visit to the Pike's Peak Region can be considered complete without a trip through South Cheyenne Canon.

The unusual feature of the situation as we circle around the rim of these canons is that their beauty is seen from above. The traveler will doubtless have visited them. The street car sets you down at the very entrance. A short stroll and you find yourself between the massive walls, towering a thousand feet above your head. The beauty is all around and above you. And how

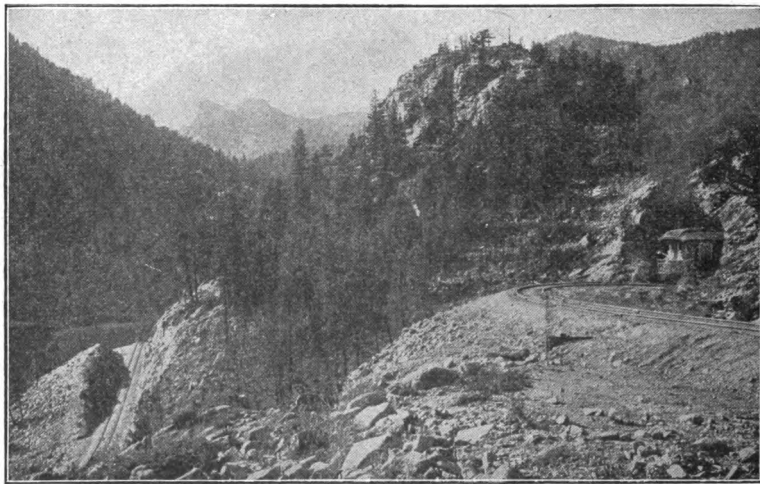
very small you are as you look up! The tops of the mountains seem very far away, and lost in clouds. But in the train the situation is reversed. For, seated in a luxurious Observation Car of the Short Line, the tourist is carried above the peaks and canon walls, which from below seem inaccessible in their height; and from your proud eminence you look down on everything.

St. Peter's Dome.

And yet while looking down on so much grandeur, there are majestic peaks that tower above you! St. Pe-

ter's Dome we see on the opposite side of the gulch hundreds of feet above our heads should be the path we are to follow,—but a few turns, almost imperceptible, so smooth is the roadbed, and we look down on the place we have passed with equal wonder, and ask each other if that can be the track we have covered.

Ever and anon as the train climbs the side or rounds the point of each mountain peak, the matchless view of the plains is unfolded before our enraptured gaze. All description is baffled; any attempt to reproduce in words



ROCK CREEK LOOP.

ter's Dome, as it is called, looks down from its towering height, and a magnificent Dome it is. A huge mass of granite that seems to stand alone, and to guard the secrets of the depths below.

The ascent of St. Peter's Dome is a marvel of engineering skill. As the train glides along, and glory succeeds to glory, vista to vista, and canon to canon, in ever-changing but constant charm, the dizzy height is climbed apparently with so much ease that the traveler, absorbed in the entrancing surroundings, reaches the top before he is aware of it. It seems impossible that

the glory of that scene must be tawdry vulgarity. There is nothing like it in the world.

St. Peter's Dome is one of the popular picnic resorts of the Short Line. Its forests of pine and spruce and its luxuriant and beautiful verdure make it an ideal spot for a day's outing. A pony and burro trail leads to the top of the Dome, from which one of the grandest views in Colorado may be obtained.

Duffields.

Continuing the serpentine ascent for a few miles, we reach Duffields, 18

miles from Colorado Springs. This is the highest point from which we get the view of Colorado Springs, Broadmoor and the plains, and it is the last.

Summit.

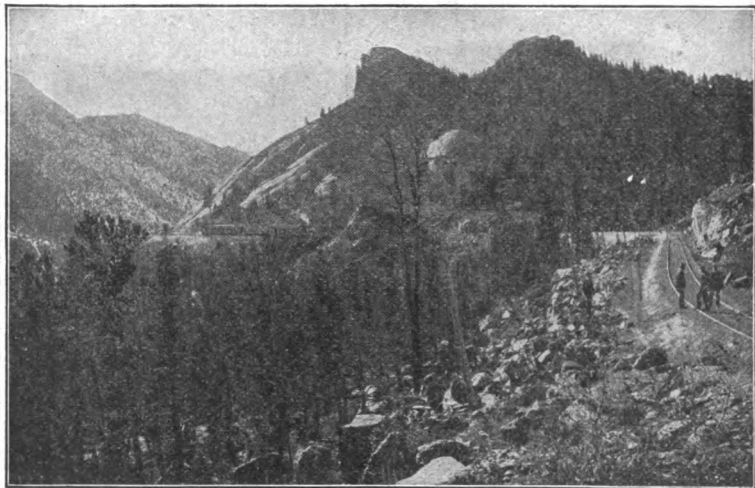
Three miles beyond is the Summit, 10,000 feet high and the highest point reached by the road until it enters the Cripple Creek district.

As we scale the height, one of the most magnificent views imaginable bursts upon our vision. To the south, Pueblo, the "Pittsburg of the West," forty-five miles away, is plainly seen.

the scenery is awe-inspiring. The intrepidity of the thought which conceived and the daring which achieved a railroad through such mountains almost overwhelms even the most thoughtless.

Clyde.

At Clyde, a most wonderful exhibition of nature's handiwork is seen. Cathedral Park is not inappropriately named. For the rocks, torn by tempest, eroded by the winds of a thousand years, rear their heads in all manner of fantastic shapes. Towers there are,



ROUNDING THE DEVIL'S SLIDE.

Rosemont.

Just beyond the summit of the range is Rosemont, a natural park surrounded and guarded by towering mountain peaks. Mount Rosa, Big Chief, San Louis and their fellows lift their heads high above this charming spot.

Saderlind.

As the train glides gently down the western slope by all kinds of mountain torrents, over creeks, through forests, four tracks, one below the other, being visible at one time, the ruggedness of

and steeples innumerable; flying buttresses and vaulted caves, leaping arches and the forms of mighty buildings, hustling each other in wild disorder.

And then the coloring of the rocks; so bright, so rich, so varied, as if the angels who paint the colors of the sunset had tried their brushes first on the faces of the eternal hills.

Entering the Gold District.

And as we let our thoughts dwell upon the beauty of the scene, we find

ourselves already nearing the end of our short but marvelous journey; and Bull Hill in the distance looms up to turn our attention to mines and mining and to warn us that the great Cripple Creek gold district is at hand.

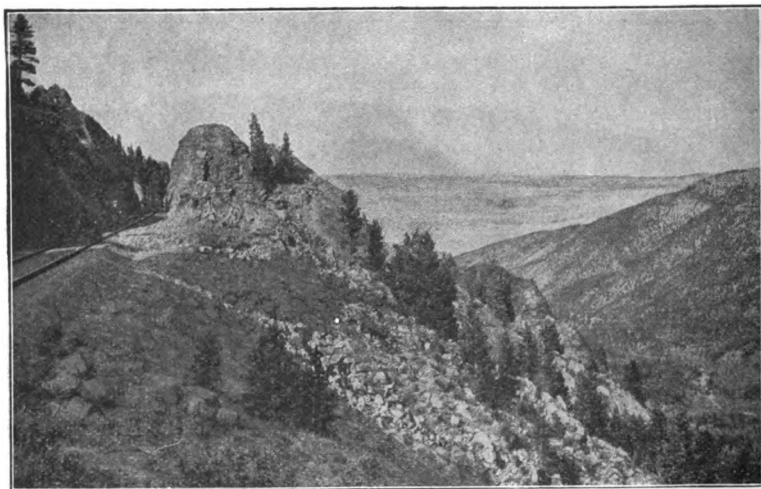
Close by stands Altman, which enjoys the distinction of being the highest incorporated town on the American continent. It is over 11,000 feet above the sea level.

Cameron.

As we approach Cameron, the first town we touch in the district, the Vic-

Cripple Creek.

As the train passes over the crest of Gold Hill, the snow-capped peaks of the Sangre de Cristo range of mountains, fifty miles away, are distinctly seen on the horizon, presenting a picture of wonderful beauty. In the valley at our feet lies Cripple Creek, a thousand feet beneath us. From this point the descent is made by easy grades, until the city is reached, where this branch of the road ends.



AROUND SOUTH CHEYENNE CANON.

tor and Isabella properties, two of the big mines of Bull Hill, are in plain view. And now we enter upon what is perhaps the busiest mining district in the world. On every side we see where the restless prospector has turned the soil in his search for the precious metal.

At Cameron the lines of the road diverge. One branch leads to the right, crossing over Hoosier Pass at an altitude of 10,360 feet.

As we approach Cripple Creek we pass close to the Hoosier, Moon-Ancor, Anchoria-Leland and Gold King Mines, all of them famous producers.

Victor.

The other branch of the main line turns to the left at Cameron and passes through Pinnacle Park and the flourishing mining towns of Independence and Goldfield, over Victor Pass, which is about the same altitude as Hoosier Pass, and has its terminus at Victor. Here are the Portland, Stratton's Independence, Gold Coin, Strong and other famous mines.

The Electric Railway.

Between the cities of Cripple Creek

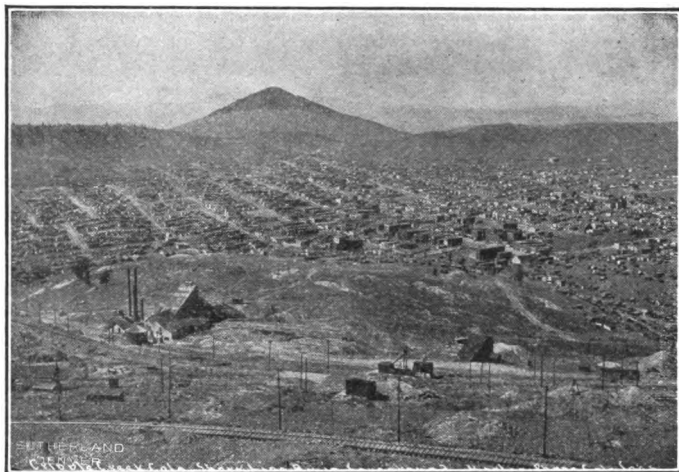
and Victor two electric lines of railway, owned by this company, are operated in connection with the steam lines. These lines run to all the towns and mines not reached by the main systems.

One is known as the "Low Line," and passes through Anaconda, Arequa, Elkton, Eclipse, and other points. On this route are the Elkton, Anaconda, Doctor Jack Pot, Mary McKinney and Work mines.

The other route is the "High Line." It scales the mountains through Midway, Independence and Goldfield.

so remarkable that a few figures will prove interesting. But twelve years ago gold was first discovered here in paying quantities. In that brief period it has become one of the greatest gold-producing regions in the world, and in rapid development and in the richness of its ores, nothing like it has ever been known before. In twelve years the cattle ranges have been transformed into a populous district with 50,000 people.

The production to date approximates \$142,000,000 in value. In 1903 it was \$17,630,107.



CITY OF CRIPPLE CREEK, COLORADO.

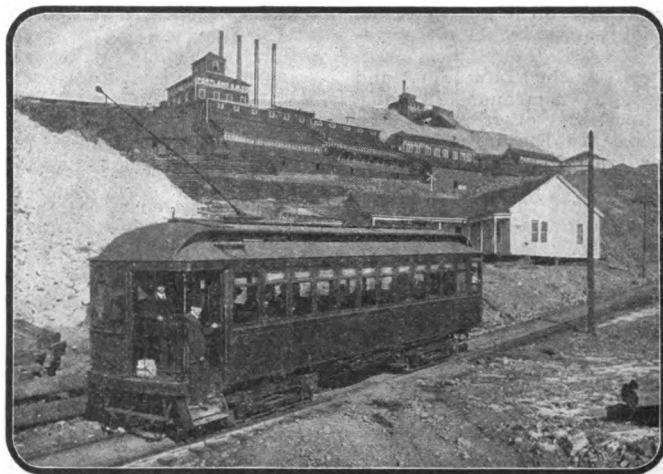
All of these are thriving mining towns, each the center of its own district. The novel and delightful trip between Cripple Creek and Victor, going by one route and returning by the other, passing within speaking distance of the great mines and shaft houses, affords a better idea of the extent of the great gold district than can be formed in any other way.

The Great Gold Camp.

Statistics are usually dry reading, but the record of this wonderful district is

COLORADO SUNSHINE.

The climate of Colorado is so different from that of nearly every other region in the world in its sunshine, its dryness, its freedom from fogs, its altitude and its small daily amount of wind that it is of great value for all of those human ailments, and they are very many, which are benefited by a climatic change. It is eminently suited to consumptives. These climatic factors have done much to increase Colorado's population, and especially of the intelligent, cultivated and well-to-do classes. The climate varies in different locations and altitudes. In Colorado Springs the sun shines 304 days in the year; in New York, 263 days; Boston, 261; St. Paul, 260; Washington, 260; Chicago, 261.



ELECTRIC CIRCLE TOUR

The only way visitors to the Gold Camp can reach the various Cities and Towns and all of the important Gold Mines in the Cripple Creek District is via the excellent Electric System of the C. S. & C. C. D. Ry.

THE "LOW LINE" Division runs between Cripple Creek and Victor via Pointer, Anaconda, Arequa, Elkton, Eclipse, Columbine and Santa Rita, over the top of Beacon Hill, from which elevation a magnificent view is obtained of the many thriving towns, the matchless Sangre de Cristo Range, Mt. Pisgah, Black Horse Hill, etc., while the cars pass close to the shafts and tunnels of the great Gold Mines.

THE "HIGH LINE" Division runs between Cripple Creek and Victor via Midway, Independence, Goldfield, etc., twisting and turning in its ascent of the famous Bull Hill, reaching an altitude of 10,500 feet and presenting a panorama of scenic grandeur, stupendous and bewildering. You go within "speaking distance" of the Mines, and get many interesting views of the entire District from dizzy heights.

CIRCLE TOUR TICKETS

Covering the whole trip cost but 25 cents, and may be purchased at Depot Ticket Offices of the Short Line, Cripple Creek and Victor, which should be done immediately upon arrival, while the tour may be made any time during the day, when most convenient. It will cost more if you fail to purchase special tickets for the "Circle Tour."

"LOW LINE" Cars leave the Terminals at Cripple Creek and Victor every half hour, on the even hour and thirty minutes after.

"HIGH LINE" Cars leave the Terminals at Cripple Creek and Victor every sixty minutes, five minutes after the hour.



NEVER CLOSED

Electric Light :-: Steam Heat
Baths .

Elegantly Furnished Rooms

RATES

European Plan, 75c to \$1.50

American Plan, \$2 to \$2.50

Special Rates by the Week

Home Dairy Restaurant
in connection

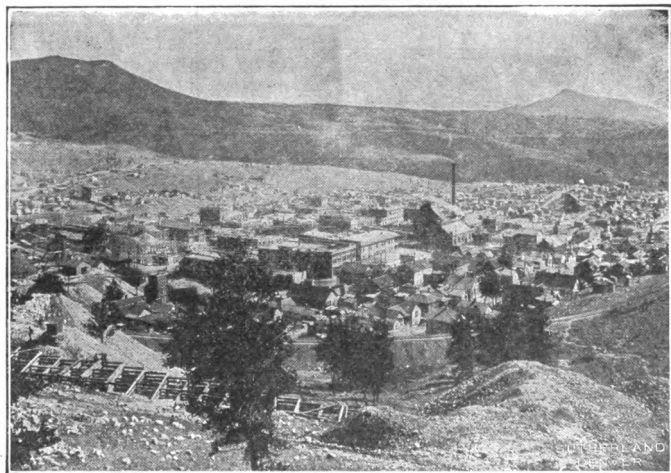
The New Collins Hotel

M. E. SHOOT Prop.

Third St., Op. Post Office

Cripple Creek, Colo.

DISPLAY ROOM FOR COMMERCIAL MEN



CITY OF VICTOR, COLORADO.



TIME TABLE

BETWEEN

DENVER, PUEBLO, COLORADO SPRINGS AND THE CRIPPLE CREEK DISTRICT

VIA THE SHORT LINE AND D. & R. G. R. R.

CORRECTED TO APRIL 1, 1904.

WESTWARD

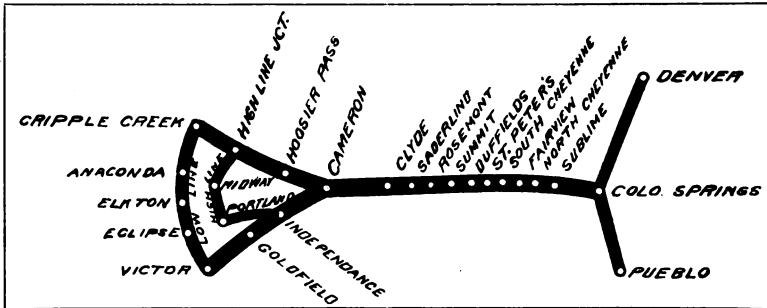
GLOBE EXPRESS.

Elevation	Dist. from Colo. Sp'gs	STATIONS	5 Daily	7 Daily		
5,197	75.0	Denver	Lv 8 00AM	3 45PM		
4,668	45.0	Pueblo	Lv 8 00AM	5 00PM		
5,992	.....	Colorado Springs	Lv 10 35AM	6 20PM		
7,159	6.6	Point Sublime	Ar f 11 0:	f 6 47		
7,725	9.0	North Cheyenne	Ar f 11 10	f 6 55		
7,926	10.7	Fairview	Ar f 11 16	f 7 01		
8,395	13.0	South Cheyenne	Ar f 11 24	f 7 10		
8,715	14.9	St. Peter's	Ar f 11 31	f 7 16		
9,304	18.1	Duffields	Ar f 11 41	f 7 26		
9,918	21.4	Summit	Ar 11 53	7 38		
9,821	22.8	Rosemont	Ar f 12 01PM	f 7 46		
9,956	24.2	Saderlind	Ar f 12 04	f 7 50		
9,440	30.1	Clyde	Ar 12 23	8 08		
9,706	34.2	Love	Ar f 12 33	f 8 19		
10,040	39.5	Cameron	Ar 12 48	8 35		
10,360	41.0	Hoosier Pass	Ar f 12 58	f 8 47		
9,505	45.8	Cripple Creek	Ar 1 15	9 05		
9,800	41.5	Independence	Ar f 1 06	f 8 52		
9,995	42.9	Goldfield	Ar 1 14	8 58		
9,734	44.6	Victor	Ar 1 20PM	9 05PM		

EASTWARD

Elevation	Dist. from Crp. Ck	STATIONS	8 Daily	14 Daily		
9,734	.....	Victor	Lv 7 50AM	3 45PM		
9,995	.....	Goldfield	Lv 7 57	3 53		
9,800	.....	Independence	Lv f 8 03	f 3 58		
9,505	.....	Cripple Creek	Lv 7 55AM	3 45PM		
10,360	4.8	Hoosier Pass	Lv f 8 12	f 4 02		
10,040	6.3	Cameron	Lv 8 22	4 12		
9,706	11.6	Love	Ar f 8 36	f 4 26		
9,440	15.7	Clyde	Lv 8 47	4 37		
9,956	21.6	Saderlind	Ar f 9 04	f 4 54		
9,821	23.0	Rosemont	Ar f 9 07	f 4 57		
9,918	24.4	Summit	Lv 9 15	5 05		
9,304	27.7	Duffields	Lv f 9 26	f 5 16		
8,715	30.9	St. Peter's	Lv f 9 36	f 5 26		
8,395	32.8	South Cheyenne	Lv f 9 41	f 5 31		
7,926	35.1	Fairview	Lv f 9 50	f 5 40		
7,725	36.8	North Cheyenne	Lv f 9 56	f 5 46		
7,159	39.2	Point Sublime	Lv f 10 05	f 5 55		
5,992	45.8	Colorado Springs	Ar 10 30AM	6 20PM		
4,668	90.8	Pueblo	Ar 11 40AM	8 15PM		
5,197	120 8	Denver	Ar 12 55PM	8 45PM		

Schedule Subject to Change Without Notice.



THE SHORT LINE THROUGH CAR SERVICE.

Westbound.

No. 5—Day Coaches, Denver to Cripple Creek and Victor, without change. Dining Car, Denver to Colorado Springs. Observation Car Colorado Springs to Cripple Creek.

No. 7—SOLID TRAIN of Day Coaches and Observation Car, Denver to Cripple Creek and Victor, without change. Dining car, serving supper (a la carte), Denver to Colorado Springs.

Eastbound.

No. 8—SOLID TRAIN of Day Coaches and Observation Car, Cripple Creek and Victor to Denver without change. Chair Cars to Pueblo.

No. 14—Day Coaches and Observation Car, Cripple Creek and Victor to Colorado Springs. Day Coach to Denver without change. Dining Car, serving supper (a la carte), Colorado Springs to Denver and Pueblo.

Passenger Fares.

The following ticket rates apply via The Short Line and its connections:

BETWEEN	Colo. Sp'gs		Pueblo.		Denver.	
	One Way.	R'd Trip.	One Way.	R'd Trip.	One Way.	R'd Trip.
Cripple Cr. Dist. P'ts.	\$2.75	\$5.00	\$4.25	\$7.50	\$5.25	\$9 50

Round-Trip Tickets limited to Ten Days.

Pueblo Service.

Attention is called to the excellent connections at Colorado Springs to and from Pueblo, which will no doubt appeal to travelers between the gold camp and

the manufacturing metropolis, as being a most desirable route, at no additional cost.

Mileage Tickets.

Commercial 1,000-mile tickets of the Denver & Rio Grande R. R., The Rio Grande Western R. R. and Santa Fe R. R. issue sold at rate of \$30, will be honored for through passage over The Short Line between Colorado Springs, Cameron, Cripple Creek and Victor, in both directions, upon detachment of 75 coupons each way. Commercial 3,000-mile tickets of A. T. & S. F. and C. R. I. & P. issue, sold at rate of \$75, are also honored between same points upon detachment of 90 coupons each way.

Trans-Continental Exchange Script

Books "S. A." are honored by the agents of The Short Line for through tickets between Cripple Creek District points and Colorado Springs and points on connecting lines, members of the Scrip Bureau.

Side Trips.

Holders of through tickets reading to or from Utah and Pacific Coast points, may procure Side Trip Tickets from Colorado Springs to Cripple Creek District points and return, good ten days, over

THE SHORT LINE

at rate of \$2.75, provided such through tickets are presented to ticket agent of The Short Line at Colorado Springs at the time side trip tickets are purchased.

Story of The Short Line.

The following will answer questions which are daily propounded by tourists who take a trip over Colorado's most remarkable railroad:

The corporate title is "The Colorado Springs & Cripple Creek District Railroad Company."

It is called "The Short Line" because it is the short and direct route between Colorado Springs and the Gold Camp.

Preliminary surveys were made in the summer and fall of 1899; the final or locating survey was made late in the same year.

January 4, 1900, actual work was begun at the Colorado Springs end, a large army of men and horses being employed.

March 23rd, 1901—about a year and three months—the last spike was driven at the Cripple Creek terminus, completing 45 miles of standard gauge track, a remarkable record. It was the occasion for the most memorable celebration in the history of the Gold Camp.

April 8th, 1901, the line was formally opened to the public, with announcement of liberal reductions in rates.

November 9th, 1901, the line from Cameron to Victor, 5 miles, was opened for traffic.

From Colorado Springs to Summit, 21 miles, a uniform grade of 3.56 per cent. is maintained. The maximum curvature is 16 degrees.

There are nine tunnels, through solid granite, the longest 530 feet. Eight of them are east of Summit and one west thereof. They are much higher and wider than the ordinary railroad tunnels.

The road represents an expenditure of four and a half millions of dollars, over \$90,000 a mile, undoubtedly the most costly road in the West, according to mileage.

It is conceded to be the best and most substantially built mountain railroad in the country, no expense being spared to secure the best of everything for its construction.

The roadbed is wide and of an ideal character, built on solid rock around the mountain sides. It is solidly and uniformly ballasted with disintegrated granite, clean and absolutely dustless.

The smooth track is standard gauge and laid with 75-pound steel on closely spaced ties. The alignment is perfect, and the curves scientifically elevated to prevent pitching or jarring of coaches.

The monster locomotives, of the consolidated type, were built specially for this service. They have eight 51-inch drivers, the total weight of engine and tender being 277,600 pounds.

The Passenger equipment is of the 20th Century type and the best that money can buy. The Palace Observation cars, run on the rear of all trains, afford an unobstructed view of the scenery.

It is built around the rims and over the tops of North and South Cheyenne Canons, instead of following the stream levels at the bottom, thus affording long distance views of bewildering grandeur.

Story of The Short Line

CONTINUED.

The modern Electric Trolley System, 16 miles, connecting the various towns in the District and passing the big mines, is owned and controlled by The Short Line. The "Electric Circle Tour" between Cripple Creek and Victor, going via the "High Line" and returning via the "Low Line," or vice versa, is an experience which no tourist can afford to miss.

It was originally projected to handle coal and other supplies to the Camp and haul ore from the mines to the smelters and mills, and is transporting a very large tonnage daily.

On account of its rare scenic attractions, superb equipment and convenient service to and from the Gold Camp, it has developed a phenomenal passenger traffic, having carried about 200,000 passengers between Colorado Springs and the Camp in 1902. It is the feature of a Western tour, and no tourist to Colorado would think of missing it.

Point Sublime, looking down into North Cheyenne Canon, Broadmoor and the Plains, is universally conceded to be the most gorgeous spectacle in this country.

The ascent of St. Peter's Dome, winding around the rim of South Cheyenne Canon, showing several elevations of track, is a marvelous engineering feat.

Between St. Peter's and Duffields you travel over three miles by rail to gain a distance of 2,500 feet.

West of Duffields you view the east end of tunnel 7 and the west end of tunnel 8, making a complete loop of the mountain.

Looking east from Duffields, Colorado Springs, 18 miles, is in plain view, while to the west, Pueblo, 45 miles, may be seen.

The Devil's Slide is a solid mountain of hard granite with smooth surface one thousand feet from top to bottom, the railroad being cut through the face of same.

Some railroads boast of a single "horse shoe curve." The Short Line has them by the score, single and double, forming the letter "S" and loops of all kinds, spanning the canons and twisting around the mountains.

Cathedral Park, at Clyde Station, is noted for its fantastic rock formations, rising hundreds of feet above the ground. Also a perpetual ice cavern at the base of a large spire. Ice formed in the winter from a mountain stream remains solid throughout the summer.

Hoosier Pass is the highest elevation on the steam line, 10,360 feet. The view of the city of Cripple Creek and the Sangre de Cristo (Blood of Christ) range, always snow capped, from this point is one of incomparable magnificence.

The scenic grandeur and marvelous construction of the road are continuous from one end to the other, and it is difficult to select points of special interest. It is one grand panorama of nature's most gorgeous and stupendous mountain and canon scenery.

It is strictly a Colorado enterprise, the funds for its construction and the courage necessary to push it to completion being furnished by capitalists of Colorado Springs and the principal mine owners of the Cripple Creek District.



OFFICIAL DIRECTORY

Colorado Springs & Cripple Creek Dist. R'y

"THE SHORT LINE"

General Offices in Colorado Springs, Colo.

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A. SUTTON, Ass't Treasurer.
J. R. FUSSELMAN, Ass't Secretary.
T. L. WAGGENER, Chief Engineer.

C. W. KING, Train Master & Supt. of Telg'ph.
R. R. NORTON, Chief Dispatcher.
A. P. NILES, General Agent, Cripple Creek.
T. J. DAY, Gen'l Ag't, 819 17th St., Denver.
Phone 3236.
W. L. KENNEDY, T. P. A., Los Angeles, Calif.
A. McCORMICK, Master Mechanic.
J. J. NELLIGAN, Road Master.
B. A. BRIGGS, Supervisor Br. and Bld.

AGENTS.

J. M. ELLISON, City Ticket Agent, 16 North Tejon St., Colorado Springs.
C. S. BROWNE, Assistant City Ticket Agent, 16 North Tejon St., Colorado Springs.
W. A. KNERR, Depot Ticket Agent, Colorado Springs.
E. W. WINSLOW, Local Freight Agent, Colorado Springs.

A. P. NILES, Agent, Cripple Creek, City Office.
F. B. NEILY, Agent, Cripple Creek Depot.
E. W. SULLIVAN, Agent, Victor, Colo.
R. K. HARDY, Agent, Cameron, Colo.
J. C. FERRILL, Agent, Goldfield, Colo.
H. H. BROWN, Agent, Clyde, Colo.
H. M. HUTCHINS, Agent, Fairview, Colo.

"Better than 90 Per Cent."

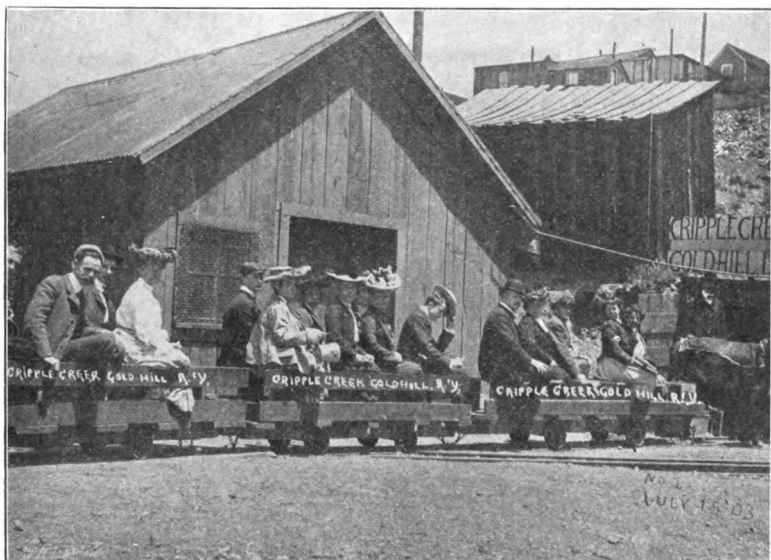
"The Colorado Springs & Cripple Creek Short Line is one of the most wonderful railroads I have ever traveled on. As an engineering feat, it is a stupendous accomplishment. The road is almost perfect in construction; it is better built than 90 per cent. of the railroads in the United States. Its scenic attractions are marvelous. There is certainly nothing like it in the East."

Dr. W. Seward Webb, New York City, in Colo. Springs "Gazette."

Tourists Can Get Permission

To visit the Cripple Creek and Gold Hill Deep Mining & Developing Company's Mining Property at the Short Line Lunch Room, opposite the Short Line Depot. This trip is recommended by Short Line Officials. Ask trainmen.

ENTRANCE TO PROPERTY.



VISITORS GOING IN

To visit these mining properties take the Cripple Creek and Gold Hill railway; this line connects with 5 of the large mines in the great gold camp. Experienced miners conduct visitors through, giving full information in reference to gold mining. Make this trip the first thing on arrival in Cripple Creek. Inquire at Short Line Lunch Room, opposite Short Line Depot.

J. R. JEFFRIES, General Manager.

South Cheyenne Canon
AND THE
Famous Seven Falls

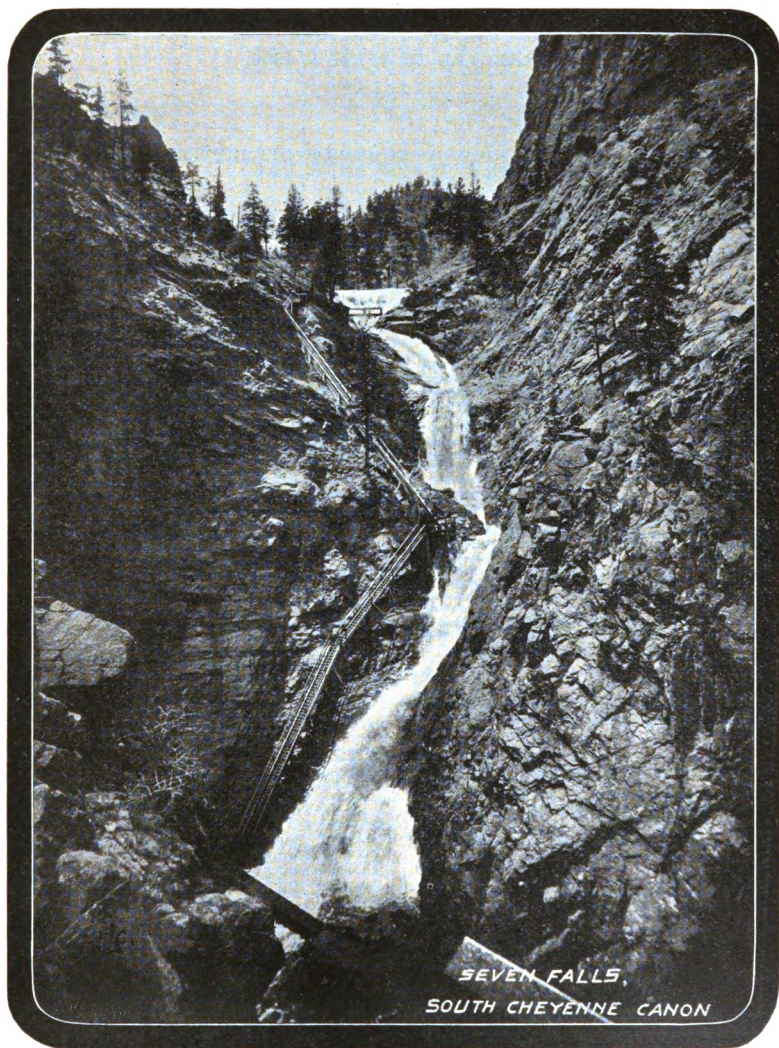
*A TRUE RESORT NEAR
TO NATURE'S HEART*

One of her beauty spots where
she outdoes herself in a most
magnificent display of towering
cliffs and rushing waters. ❁ ❁
One mile of the grandest scenery
in the Pike's Peak Region!



A two hours trip
from Colorado
Springs by electric
cars or carriages.

Admission to Canon 50c
Sundays 25c



SEVEN FALLS,
SOUTH CHEYENNE CANON

Colorado Springs Union Station Time Tables.

CORRECTED TO APRIL 1, 1904.

COLORADO SPRINGS AND CRIPPLE CREEK DISTRICT RAILWAY. (Union Depot, West of Antlers Park.)

LEAVE.	ARRIVE.
5—Cripple Creek and Victor Mail.....10:33 am	8—C. Crk. Victor-Denver Special.....10:30 am
7—Denver-C. C'k and Victor Special... 6:20 pm	14—C. Creek, Victor and Denver Mail.. 6:20 pm

DENVER & RIO GRANDE R. R. (Union Depot, West of Antlers Park.)

NORTH BOUND—LEAVE	SOUTH AND WEST BOUND—LEAVE.
16—Colorado and New Mexico Express.. 4:40 am	15—Colorado Express.....12:13 am
6—San Francisco and Chicago Ex..... 8:30 am	5—Chicago and San Francisco Ex.....10:33 am
12—St. Louis and Kansas City Express..9:15 am	1—Pacific Coast Limited .....12:06 pm
8—Cripple Creek and Denver Express 10:40 am	13—Colo. Springs-Pueblo Express.....2:28 pm
2—Atlantic Coast Limited 1:47 pm	9—Canon City Passenger.....3:58 pm
10—Canon City Passenger 3:35 pm	7—Denver and Cripple Creek Spl (Ar)..6:05 pm
14—Cripple Creek & Denver Express... 6:25 pm	11—Kansas City and St. Louis Ex.....7:05 pm
4—Atlantic Mail 7:53 pm	3—Utah and California Ex.....10:37 pm

COLORADO SPRINGS & MANITOU—D. & R. G.

LEAVE COLORADO SPRINGS	LEAVE MANITOU.
41—For Manitou 8:15 am	42—For Colorado Springs 8:30 am
43—For Manitou .....10:45 am	44—For Colorado Springs .....11:15 am
47—For Manitou 5:30 pm	48—For Colorado Springs 5:50 pm

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY. (Union Depot, West of Antlers Park.)

ARRIVE FROM EAST.	EAST BOUND—LEAVE.
5—From Chicago and Omaha 7:50 am	42—Omaha and Chicago Limited .....11:45 am
9—From Kan. City and St. Louis..... 11:45 am	10—Kansas City and St. Louis Ex..... 2:15 pm
41—From Chicago and Omaha 9:35 pm	6—Omaha and Chicago Ex..... 8:20 pm

ATCHISON, TOPEKA & SANTA FE R. R. (Union Passenger Station, East Pike's Peak Avenue.)

NORTH BOUND FOR DENVER—LEAVE.	SOUTH AND EAST BOUND—LEAVE.
5—Colorado and Utah Ex.....6:55 am	608—Kansas City and Chicago Ex..... 6:40 am
607—Chicago and Kansas City Ex.....10:55 am	4—For Pueblo .....10:40 am
1—Pueblo and Denver Ex..... 1:00 pm	2—For Pueblo 2:30 pm
603—California Limited 3:35 pm	602—California Limited 6:35 pm
3—Pueblo and Denver..... 6:45 pm	6—Kan. City, Chicago and California.10:30 pm
11—California and Salt Lake Ex..... 7:30 pm	

THE COLORADO & SOUTHERN RAILWAY. (Union Passenger Station, East Pike's Peak Avenue.)

NORTH BOUND.	SOUTH BOUND.
15—For Denver (via Elizabeth) 6:30 am	608—For Pueblo 6:40 am
5—For Denver 6:55 am	4—For Pueblo .....10:40 am
607—For Denver .....10:55 am	2—For Pueblo and Texas points..... 2:30 pm
1—For Denver 1:00 pm	16—From Denver (via Elizabeth)..... 6:00 pm
603—For Denver 3:35 pm	602—For Pueblo 6:35 pm
3—For Denver 6:45 pm	6—For Pueblo .....10:30 pm
11—For Denver 7:30 pm	

Schedules Subject to Change Without Notice.

Facts Concerning the Cripple Creek District Gold Camp.

The now famous Cripple Creek District was for many years a cattle grazing country,

In 1891, Bob Womack, a ranchman, found some good looking gold ore, specimens of which he brought to Colorado Springs, and interested a few men with capital, who located the El Paso Gold King Mine, which has paid its owners hundreds of thousands of dollars.

Bob Womack, known as "Lucky Bob," is now living in Colorado Springs.

A rush of fortune seekers followed the discovery of gold, and new mines were opened with surprising rapidity, until today the District, considering its area, is the greatest gold producing camp in the world.

1891, the first year, the total value of the gold produced was \$200,000. 1903, the twelfth year, the value of the production was \$17,630,107. The total value of the gold produced in the twelve years of the camp's existence, to December 31, 1903, was \$141,395,087.

There are about 300 properties in the Camp which produce with more or less regularity. Of this number, the greatest proportion are spasmodic shippers, making their production from the efforts of leasers.

There are thirty big mines in the District, each producing \$100,000 or more annually.

Dividends paid by the mining companies in 1903 amounted to \$1,707,000. Total dividends paid to December 31, 1903, \$32,742,000.

Under ordinary conditions, 6,270 men are employed in the mines, and the monthly pay roll averages \$652,189, exclusive of large salaries paid mine Superintendents and Managers and clerks in offices.

The lowest wage paid in the Camp is \$3.00 per day of eight hours, while many of the miners receive more than that. The average wage per day paid for labor amounts to \$3.44.

There are twelve towns in the District, with a population of 50,000 people. During the boom days the population was about 70,000. The principal towns are Cripple Creek, Victor and Goldfield. The other towns are Independence, Altman, Anaconda, Elkton, Cameron, Arequa, Lawrence, Eclipse and Gillett.

The towns of Cripple Creek and Victor were both partially destroyed by fire. Handsome and modern buildings of brick and stone were promptly erected to replace the rude structures of pioneer days, and the towns lost, in appearance, the characteristics of the mining camp.

The Free School system of the District is second to none in the country. The total enrollment for the year 1902 was 3,849 pupils, housed in nineteen modern, well ventilated buildings, and taught by 118 teachers, directed by a District Superintendent and an assistant. In 1902 the District expended for maintenance of the schools, exclusive of construction work, \$200,000.

Within the Cripple Creek District there are thirty-four organizations maintaining places of worship. Nearly every religious body is represented.

Denver Union Station Time Tables.

CORRECTED TO APRIL 1, 1904.

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY.

DEPART.	"THE SHORT LINE."	ARRIVE.
5—Cripple Creek and Victor Fast Line	8:00 am	8—Denver Sp'l from C. C. and Victor..12:55 pm
7—Cripple Creek and Victor Special..	3:45 pm	14—Denver Mail from C. C. and Victor. 8:45 pm

DENVER & RIO GRANDE RAILROAD.

5—Chicago-San Francisco Express.....	8:00 am	16—Colorado and New Mexico Ex.....	7:20 am
1—Pacific Coast Limited	9:35 am	6—San Francisco-Chicago Ltd.....	10:55 am
13—Golo. Springs and Pueblo Express.12:01 pm		12—St. Louis, Kansas City, Pueblo Ex.11:25 am	
9—Pueblo, Florence, Canon City	1:15 pm	8—Cripple Creek and Victor Special.12:55 pm	
7—Cripple Creek and Victor Special....	3:45 pm	2—Denver Ex. from California	4:00 pm
11—Colorado Springs, Manitou, Pueblo, Kansas City and St. Louis Ex.....	5:00 pm	10—Canon City Express	5:00 pm
3—New Mexico, Utah and California..	8:00 pm	14—Cripple Creek and Denver Ex.....	8:45 pm
15—Colorado Ex	9:30 pm	4—Atlantic Coast Ex. from California.10:20 pm	

UNION PACIFIC RAILROAD.

23—Brighton and Boulder Accom.....	3:05 am	3—Kansas City, St. Louis and Chicago. 6:30 am	
3—Calif. and Oregon Fast Mail.....	7:00 am	3—Fast Mail from Chicago and Omaha	8:25 am
12—Omaha and Chicago Special.....	1:20 pm	2—Oregon and California, Ex., Ltd..10:50 am	
2—Kansas City, St. Louis and Chicago 1:30 pm		1—Kansas City, Chicago and St. Louis. 1:20 pm	
1—Oregon and California Ex. Ltd.....	6:00 pm	24—Brighton and Boulder Accom.....	12:40 pm
4—Kansas City, Chicago and St. Louis 8:00 pm		11—Colo. Sp'l from Chicago and Omaha 2:30 pm	
6—Fast Mail, Omaha & Chicago.....	9:40 pm	4—Oregon and California Express.....	6:15 pm

BURLINGTON ROUTE.

302—Black Hills, Montana and Puget Sound Special	1:30 am	3—Chicago, St. Louis, Kansas City, Omaha Fast Mail	7:30 am
181—Lafayette, Erie and Longmont Ex.9:30 am		13—St. Joseph, Kan. City and St. Louis	8:40 pm
14—St. Joseph, Kansas City and St. Louis	2:00 pm	1—Denver Special from Chicago and Omaha	6:50 pm
6—Omaha and Chicago Special.....	4:15 pm	301—Puget Sound, Montana and Black Hills Special	8:00 am
183—Lafayette, Erie and Longmont Ex.5:00 pm		182—Longmont, Erie and Lafayette Ex. 9:15 am	
2—Flyer for Omaha, Chicago, Kansas City and St. Louis	10:35 pm	184—Longmont, Erie and Lafayette Ex.. 2:55 pm	

ATCHISON, TOPEKA & SANTA FE.

608—Colorado Springs, Pueblo, Chicago, Kansas City, St. Louis	3:50 am	5—Chicago, Kansas City, St. Louis, Texas, Pueblo	9:30 am
4—Colorado-Utah Express	8:30 am	607—Chicago, Kansas City, Pueblo and Colorado Springs Express	1:15 pm
2—Colo. Springs and Pueblo Ex.....	12:15 pm	1—Pueblo and Colo. Springs Ex.....	2:15 pm
602—Chicago, St. Louis and Calif. Ltd.. 3:45 pm		603—California Limited	6:00 pm
6—Kansas City, Chicago, St. Louis and California	8:07 pm	3—Pueblo and Colorado Springs Ex.. 8:55 pm	
		11—California and Utah Ex	10:00 pm

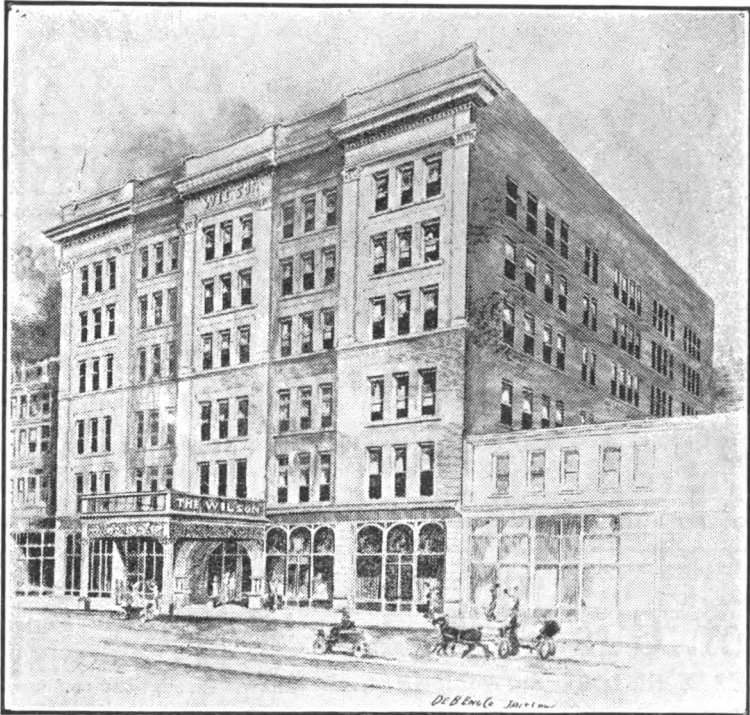
CHICAGO, ROCK ISLAND & PACIFIC.

43—Rocky Mountain Limited for Chicago	11:30 am	42—Chicago, Lincoln and Omaha Ex.. 8:00 am	
10—Kansas City and St. Louis Ex.....	2:15 pm	9—Kan. City and St. Louis Ex.....	11:45 am
44—Lincoln, Omaha and Chicago Ex... 9:00 pm		41—Rocky Mountain Limited from Chicago	9:45 pm

COLORADO & SOUTHERN RAILWAY.

608—Colorado Springs and Pueblo.....	3:50 am	5—Pacific Coast Express	9:30 am
4—Colorado-Utah Express	8:30 am	15—Eastonville, Elbert and Elizabeth.11:00 am	
2—Texas Express	12:15 pm	607—Pueblo and Colo. Springs Ex.....	1:15 pm
16—Elizabeth, Elbert and Eastonville.1:30 pm		1—Texas Express	2:15 pm
602—Colorado Springs and Pueblo.....	3:45 pm	603—Pueblo and Colo. Springs Ex.....	6:00 pm
6—Colorado Springs and Pueblo.....	8:00 pm	3—Pueblo and Colo. Springs Express. 8:55 pm	
		11—California and Utah Express.....	10:00 pm

Schedules Subject to Change Without Notice.



The New Wilson

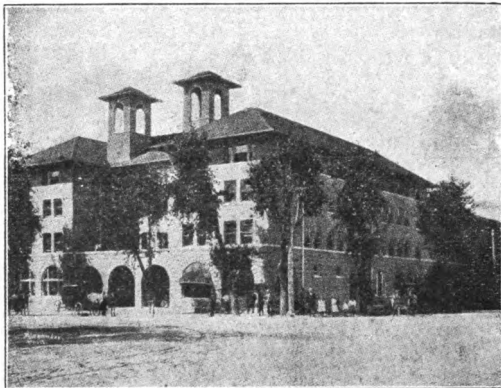
A. FRED WEY

SALT LAKE CITY

Opened March, 1903
Popular Priced Restaurant

Strictly European Plan
Rates \$1.00 to \$3.00 per Day

Located in Heart of Business and Theatre Districts.
Two Blocks from all Mormon Interests. 200 Rooms
with Telephone, Hot and Cold Running Water. Sixty
Private Baths. The Most Up-to-Date Hotel West



The
**PLAZA
HOTEL**

Colorado Springs

American and
European Plans

150 Rooms—50 with Private Bath
Elegant Suites

NEW AND MODERN THROUGHOUT

RATES REASONABLE

Prof. Gus Stainsky

NATURAL HISTORY ESTABLISHMENT

A name familiar to all Colorado
visitors, and as a

TAXIDERMIST

known throughout the world

GAME HEADS

RUGS

CURIOS

FINE FURS

NAVAJO BLANKETS

(From Butler Brothers)

Prof. Gus Stainsky:

Chicago, Sept. 29, 1893.

My DEAR SIR: I am just in receipt of your favor asking if I am willing to give you a testimonial touching your ability as a taxidermist. It is not my custom to give testimonials, but in your case I feel only too glad to give expression to my appreciation of the high place which you have attained in your chosen art. I say art, because in looking on the wall in my office at this moment I see a beautiful specimen of an Elk which was mounted by you, and no man but an artist could so truly mould and shape into life-like form the material which I brought to you from the mountains.

EDGAR B. BUTLER,

Vice-President World's Columbian Exposition.

(From Buffalo Bill)

Chicago, Sept. 29, 1893.

Prof. Gustav Stainsky & Co.

GENTLEMEN: The Buffalo head which you recently mounted for me is a most excellent and artistic piece of work, and I take pleasure in testifying to the highly satisfactory manner in which it is done.

Yours truly,

W. F. CODY (Buffalo Bill).

5½ Pikes Peak Ave., Colorado Springs, Colo.



WHERE TO GO AND WHAT TO SEE

RADIATING FROM COLORADO SPRINGS.

CHEYENNE PARK.—Located four and one-half miles southwest of Colorado Springs at entrance to North and South Cheyenne Canons. A beautiful pleasure ground with several small lakes. Admission free. Take south bound cars of the canon line on Tejon street.

PALMER PARK.—Located two miles northeast of Colorado Springs. The park includes the famous Austin's Bluffs and was donated to the city by General William J. Palmer, its founder. From the top of the bluffs a splendid view of several hundred square miles of mountain and plain may be had. Best reached by the Boulevard, starting from the east end of Cache la Poudre street.

NORTH CHEYENNE CANON.—Entrance five miles southwest of Colorado Springs. Contains numerous cascades, wonderful rock formations and other striking features, owned by the city and used for park purposes. Admission free. Fine carriage road through canon, connecting with Bear Creek Canon Drive. Reached via carriage road or electric railway. Cars every 15 minutes.

SOUTH CHEYENNE CANON.—Entrance five miles southwest of Colorado Springs. Rock walls 1,200 feet high, and many interesting features, including the famous seven falls. Reached by carriage road and electric railway. Cars every 15 minutes. Private grounds. Admission, 50 cents.

CHEYENNE MOUNTAIN Country Club (Broadmoor)—Tennis, baseball, cricket, bowling, and excellent golf links.

CHEYENNE MOUNTAIN.—Carriage road climbs Cheyenne Mountain to Seven Lakes and summit of Pike's Peak, affording superb views. Also traversed by the Short Line railway, affording magnificent views of the mountains, canons and plains.

POINT SUBLIME.—Six and one-half miles from Colorado Springs, on The Short Line. The most gorgeous spectacle of scenic grandeur in America.

ST. PETER'S DOME.—On The Short Line, 15 miles from Colorado Springs. A beautiful natural park in the mountains, with pine woods, etc. A popular picnic ground. Magnificent view from top of Dome.

ROSEMONT.—The magnificent—23 miles from Colorado Springs, beyond the summit of the range crossed by the famous Short Line railroad. A natural mountain park, rustic hotel and good fishing.

CATHEDRAL PARK.—Thirty miles from Colorado Springs, on The Short Line. So named from the peculiar rock formations which strikingly resemble cathedral spires. Cottages for guests. Perpetual ice cavern at base of spires.

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

TOWN AND GOWN GOLF CLUB.—North-east of Colorado Springs. Extensive grounds; bowling, golf links, cricket, etc.

BROADMOOR CASINO.—Two and one-half miles southwest of Colorado Springs, on Chey-

enne Lake. A magnificent resort, affording all the amusements found at similar establishments. Carriage road and electric railway. Cars every 15 minutes.

RUXTON and WILLIAMS' CANONS and UTE PASS.—Entrance 5 miles west of Colorado Springs. Trail to Pike's Peak traverses Ruxton Canon. Grand Caverns are in Ute Pass, and Cave of the Winds in Williams' Canon. Reached by famous Temple Drive.

GARDEN OF THE GODS.—Entrance 3 miles northwest of Colorado Springs. Marvelous and curious rock formations. Gateway rocks (330 feet high), Cathedral Spires and Balanced Rock are objects of special interest.

GLEN EYRIE.—Three and one-half miles northwest of Colorado Springs. Rock formations similar to those in Garden of the Gods. Echo Rocks and Major Dome deserve special note.

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

CRIPPLE CREEK AND VICTOR.—The two largest cities in the midst of the Gold Belt; 45 miles southwest of Colorado Springs; reached by the famous Short Line. Electric railway traverses the whole mining district.

CRIPPLE CREEK SHORT LINE.—One of the greatest pieces of engineering in the world. Scenery unsurpassed. Two and a half hours' ride to the heart of the great gold camp of America.

THE CAVE OF THE WINDS.—Located amid the scenic grandeur of Williams' Canon, 2½ miles from Manitou. Reached over the famous Temple drive.

GRAND CAVERNS.—A most beautiful and wonderful cave, 2½ miles from Manitou, over a magnificent drive up the famous Ute Pass.

PIKE'S PEAK.—Altitude, 14,147 feet. Reached by Cog Wheel Railroad from Manitou; also, by trails and carriage drives. Magnificent view from summit.

MONUMENT CREEK PARK.—Extending 2½ miles from D. & R. G. and Short Line station north. A most elaborate and beautiful parking system, with walks, lakes, floral displays and pavilions, now in course of construction. Cost when completed, with Horticultural Hall, about \$500,000, the gift of Gen. Wm. J. Palmer.

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

SEVEN LAKES.—Pretty mountain lakes, altitude 11,800 feet, owned by the city of Colorado Springs for reserve water supply. Most conveniently reached by The Short Line Railway to Clyde Station, 30 miles, thence by trail and carriage road, 3½ miles. Popular camping ground; good fishing.

PUEBLO.—The manufacturing metropolis of the West, 45 miles south of Colorado Springs. Noted for its immense steel works, smelters, mineral springs and general business activity.

(Continued on Page 38)

WHERE TO GO AND WHAT TO SEE

(Continued from Page 37)

DENVER.—The Queen City of the Plains, 75 miles north of Colorado Springs. Justly famous for its fine business streets and buildings, and beautiful residences. An important railroad center, with extensive and prosperous manufacturing industries.

PROSPECT LAKE.—An attractive body of water and popular pleasure resort, surrounded by boulevard, mile and a half east of Colorado Springs; swimming in summer, skating in winter; hot and cold baths the year round. Reached by carriage road and electric railway.

COAL MINES.—Just beyond the northern limits of Colorado Springs, in the vicinity of Austin Bluffs. Inexhaustible deposits of first quality of lignite coal, used for domestic and manufacturing purposes throughout the state. Permission may be secured from owners for inspection of the mines. Reached by carriage over boulevard system.

SMELTERS.—Three immense reduction plants for the treatment of gold ore brought from the Cripple Creek District, are located adjacent to Colorado City. The United States Reduction plant has a capacity of 750 tons per day; The Portland Gold Mining Company's mill handles 300 tons of gold ore each day from their own mine in the Cripple Creek District; The Telluride Mill has a capacity of 300 tons per day; total capacity of the three mills, 1,350 tons a day.

MONUMENT PARK.—Seven miles north of Colorado Springs, is a beautiful natural park of vast dimensions. It derives its name from the rock formations. The grotesque groups will repay a visit. The scenery in the park and en route is varied and attractive. Reached by carriage road.

PALMER LAKE.—Twenty-three miles north of Colorado Springs on the D. & R. G. and Santa Fe railways, is a popular summer re-

sort, with commodious hotels and rustic cottages. Boating on the pretty lake is a favorite pastime. The Glen Park Chautauqua is in session here each summer. May also be reached over an excellent carriage and automobile road.

BUFFALO CANON AND ELK LODGE.—A beautiful canon and camping resort, 10 miles from Colorado Springs, reached via The Short Line to Fairview station, thence by easy trail or carriage road, half mile. The wonderful St. Mary's Falls are at the head of the canon, supplying the little stream which winds through the park with the purest of water for campers. Every facility is afforded for the enjoyment of camp life.

CATHER SPRINGS.—Sixteen miles from Colorado Springs on The Short Line. Pretty mountain and canon trails leading from station to the Magnesia Springs, half mile. The medicinal qualities of the water are pronounced extremely beneficial for stomach troubles. Cottage and tent accommodations.

WAGON WHEEL GAP.—8,449 feet, Rio Grande County. Several springs, both hot and cold, the medicinal qualities of which have been demonstrated in many cases. There are two good hotels and ample bathing accommodation. The neighborhood contains much fine scenery and good hunting and fishing. Reached via D. & R. G. R. R.

GLENWOOD HOT SPRINGS, COLO.—An all-year-round resort, where bathers may enjoy the hot sulpho-saline baths (plunge, tub and vapor) in the pool and caves of the famous Hotel Colorado. In the heart of the Rocky Mountains, on the banks of the Grand river; there are mountain peaks, lakes, drives, caverns and canons, unsurpassed by any in the state. 285 miles from Colorado Springs, on the D. & R. G. R. R.

ANTLERS TURKISH BATHS

E. B. SYDNEY, PROP.

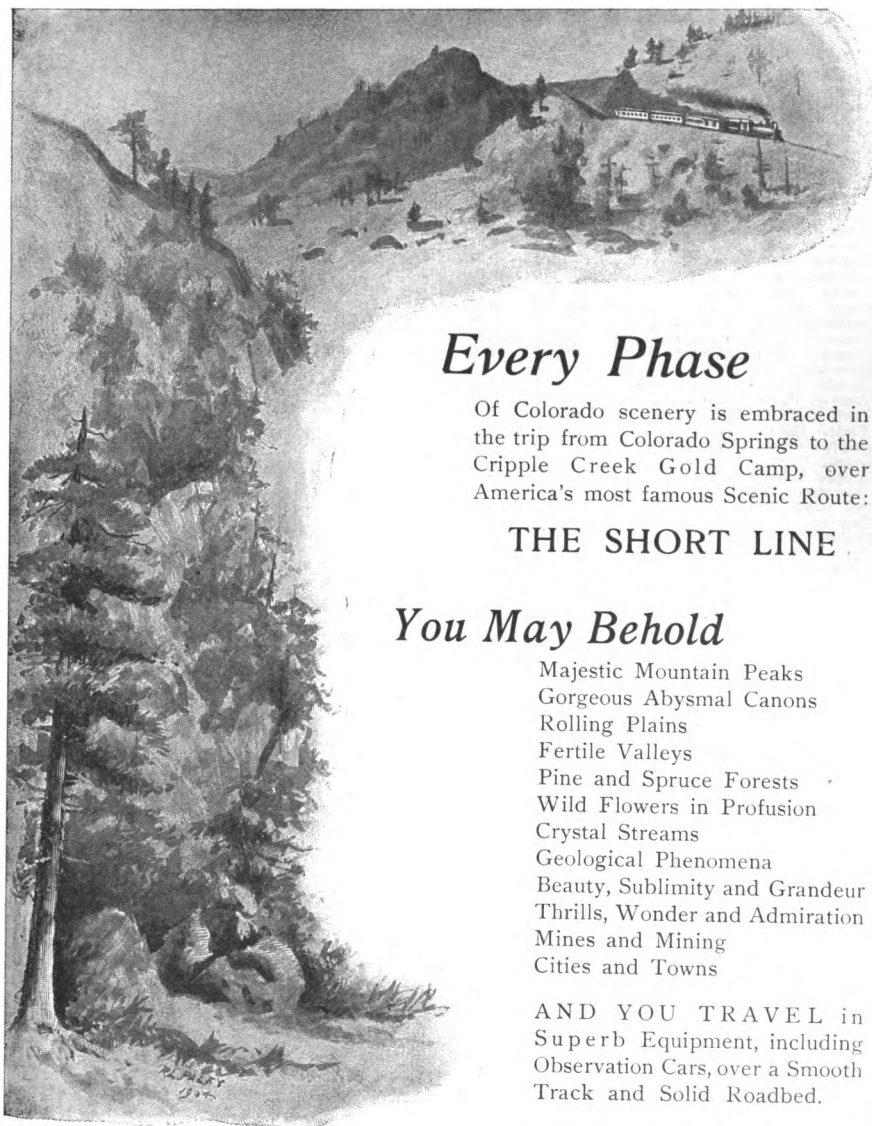
14 East Bijou St. Colorado Springs, Colorado

A specialty of Massage and Swedish movements by trained and skilled attendants. Turkish, Russian, Balsam, Vapor, Medicated, Electric, Tub Baths and Salt Glow, Plunge, Packs, Fomentations, Alcohol and Oil Rubs.

ELECTRIC LIGHT BATHS

Ladies' Hours, 8 a. m. to 2 p. m.

Gentlemen's Hours, 2 p. m. to 12 p. m.



Every Phase

Of Colorado scenery is embraced in the trip from Colorado Springs to the Cripple Creek Gold Camp, over America's most famous Scenic Route:

THE SHORT LINE

You May Behold

Majestic Mountain Peaks
Gorgeous Abysmal Canons
Rolling Plains
Fertile Valleys
Pine and Spruce Forests
Wild Flowers in Profusion
Crystal Streams
Geological Phenomena
Beauty, Sublimity and Grandeur
Thrills, Wonder and Admiration
Mines and Mining
Cities and Towns

AND YOU TRAVEL in Superb Equipment, including Observation Cars, over a Smooth Track and Solid Roadbed.

Population and Elevation of Various Towns in the West.

CENSUS 1900.

PLACE.	POP.	FEET.	PLACE.	POP.	FEET.
Arkansas City, Kan.	7,904	2,066	Las Cruces, N. M.	3,500	3,893
Atchison, Kan.	15,300	900	La Junta, Colo.	2,513	4,337
Ablene, Kan.	4,408	1,675	La Veta, Colo.	245	7,014
Alamosa, Colo.	1,141	7,546	Leadville, Colo.	12,465	10,025
Antonito, Colo.	857	7,883	Los Pinos, Colo.		9,637
Aspen, Colo.	3,803	7,775	Laramie, Wyo.	5,000	7,149
Anaconda, Colo.	1,059	9,870	Lawrence, Kan.	11,000	763
Albuquerque, N. M.	10,000	4,949	Leavenworth, Kan.	25,000	712
Baker City, Ore.	4,000	3,440	Lincoln, Neb.	40,167	1,137
Boise City, Idaho.	5,500	2,835	Las Vegas, N. M.	8,000	6,398
Black Hawk, Colo.	1,200	8,023	Longmont, Colo.	2,201	4,985
Boulder, Colo.	6,150	5,325	Lowland, Colo.	1,031	4,962
Breckenridge, Colo.	3,776	9,524	Lake City, Colo.	3,000	8,550
Buena Vista, Colo.	1,006	7,970	Los Angeles, Calif.	150,500	270
Butte, Mont.	30,470	5,482	McPherson, Kan.	2,666	1,730
Cameron, Colo.		10,040	Mexico City, Mexico.	350,000	7,350
Canon City, Colo.	4,773	5,344	Meeker, Colo.	507	6,524
Colorado Springs, Colo.	21,085	5,992	Monte Vista, Colo.	556	7,740
Colorado City, Colo.	2,914	6,085	Montrose, Colo.	1,217	5,793
Creede, Colo.	938	9,000	Malta, Colo.	100	9,580
Crested Butte, Colo.	988	8,377	Manitou, Colo.	1,303	6,324
Central City, Colo.	3,114	8,503	North Platte, Neb.	3,500	2,796
Clyde, Colo.		9,440	Needles, Calif.	1,000	4,774
Cripple Creek, Colo.	10,147	9,396	Newton, Kan.	6,000	1,454
Como, Colo.	407	9,775	Ouray, Colo.	2,196	7,640
Copper Rock, Colo.	300	7,263	Oklahoma City, Okla.	8,000	1,289
Cheyenne, Wyo.	12,000	6,050	Ottawa, Kan.	7,059	1,600
Del Norte, Colo.	705	7,380	Ogden, Utah.	15,328	4,301
Deming, N. M.	1,600	4,315	Omaha, Neb.	102,555	980
Dodge City, Kan.	2,000	2,492	Pittsburg, Kan.	8,982	1,400
Denver, Colo.	133,859	5,190	Phoenix, Ariz.	12,000	1,121
Durango, Colo.	3,317	6,520	Prescott, Ariz.	4,500	5,300
Dome Rock, Colo.	25	6,199	Provo, Utah.	5,992	4,592
Dillon, Mont.	1,500	5,104	Palmer Lake, Colo.	166	7,238
Elkton, Colo.		9,756	Pueblo, Colo.	28,157	4,660
Emporia, Kan.	10,000	1,200	Pocatello, Idaho.	4,000	4,466
Estes Park, Colo.	50	7,500	Riverside, Calif.	4,683	875
Evanston, Wyo.	2,000	6,759	Raton, N. M.	4,000	6,600
El Paso, Tex.	13,000	3,717	Red Cliff, Colo.	256	8,961
Evans, Colo.	389	4,636	Rico, Colo.	881	8,737
Fairplay, Colo.	319	9,886	Ridgeway, Colo.	245	7,001
Ft. Collins, Colo.	3,054	4,975	Rosita, Colo.	110	8,500
Florence, Colo.	3,723	5,197	Rock Ford, Colo.	2,018	4,400
Flagstaff, Ariz.	2,000	6,866	Rowlins, Wyo.	2,500	6,744
Gallup, N. M.	500	5,600	Rock Creek, Wyo.	100	6,704
Great Bend, Kan.	3,000	1,843	Roco, Nev.	7,000	4,497
Guthrie, Okla.	2,000	932	Socoro, N. M.	3,000	4,567
Garden City, Kan.	2,000	3,500	Springer, N. M.	1,114	5,768
Granite, Colo.	250	8,945	San Bernardino, Calif.	8,000	1,075
Grand Junction, Colo.	3,503	4,583	Silver City, N. M.	3,000	6,000
Gunnison, Colo.	1,200	7,680	San Marchial, N. M.	1,200	4,439
Glenwood Springs, Colo.	1,350	5,200	Santa Fe, N. M.	7,500	7,013
Georgetown, Colo.	1,418	8,476	Sacramento, Calif.	29,282	30
Golden, Colo.	2,152	5,655	San Francisco, Calif.	350,000	60
Goldfield, Colo.	2,191	9,995	Saguache, Colo.	73	7,000
Greeley, Colo.	3,023	4,637	Silverton, Colo.	1,380	9,334
Green River, Wyo.	1,000	7,077	Salida, Colo.	3,722	7,050
Grand Island, Neb.	8,000	1,826	Silver Plume, Colo.	775	9,176
Helena, Mont.	17,000	3,930	Salt Lake City, Utah.	53,531	4,260
Hutchinson, Kan.	9,000	1,560	St. Joseph, Mo.	102,979	825
Independence, Colo.		9,800	Salina, Kan.	6,000	1,163
Idaho Springs, Colo.	2,502	7,543	Telluride, Colo.	2,446	8,756
Julesburg, Colo.	371	3,450	Trinidad, Colo.	5,845	6,000
Kokomo, Colo.	50	10,631	Topeka, Kan.	33,608	821
Kansas City, Mo.	163,752	681	Truckee, Calif.	1,500	5,819
Kearney, Neb.	10,000	2,146	Victor, Colo.	6,160	9,734
Kinsley, Kan.	771	1,300	Waisenburg, Colo.	1,033	6,189
Kingman, Ariz.	400	525	Wagon Wheel Gap, Colo.	100	8,848
Las Animas, Colo.	1,192	4,050	Wichita, Kan.	25,000	912
Lamar, Colo.	3,500	4,000	Winslow, N. M.	363	4,848
Larned, Kan.	2,000	1,400	Winfield, Kan.	5,081	1,375



THE ADAMS

36 36 36 36 36 36

Cor. 18th and Welton Sts.
DENVER, COLO.

Sixteenth St. Cars Pass The Adams.

H. MARUCCHI, Mgr.

European Plan, \$1.50 per Day and Up.
American Plan, \$3.00 per Day and Up.

Long Distance and Local Telephone In Every Room.

The Hotel is conducted in First-Class Style and provides
a Cuisine and Service of Exceptional Excellence.

The Antlers Livery Company

is conceded by all who
have tried it, to be

The Best Livery in the West



23 North Cascade Ave.

Phone 71

COLORADO SPRINGS

DISTANCE FROM COLORADO SPRINGS TO

	Miles.		Miles.
Ablene, Kan	476	Louisville, Ky	1,303
Albany, N. Y	1,530	Loveland, Colo	130
Alamosa, Colo	225	Lyons, Colo	133
Aspen, Colo	216	Madison, Wis	1,418
Atchison, Kan	606	Manitou, Colo	5
Augusta, Me	2,302	McCook, Neb	255
Alton, Ill	1,023	Memphis, Tenn	1,450
Akron, Colo	112	Montgomery, Ala	1,896
Burlington, Ia	1,000	Montreal, Quebec	1,967
Baltimore, Md	1,966	Nashville, Tenn	1,455
Bloomington, Ill	1,154	New Haven, Conn	2,028
Boston, Mass	2,133	National City, Calif	1,313
Boulder, Colo	104	New Orleans, La	1,344
Buffalo, N. Y	1,650	Newport, R. I	2,074
Cairo, Ill	1,207	New York City	2,025
Central City, Colo	115	Niagara Falls, N. Y	1,636
Cheyenne, Wyo	331	Ottawa, Ont	1,809
Cape May, N. J.	2,010	Ogden, Utah	638
Castle Rock, Colo	80	Oil City, Pa	1,713
Chicago, Ill	1,038	Ouray, Colo	313
Cincinnati, Ohio	1,340	Omaha, Neb	538
Crested Butte, Colo	318	Pueblo, Colo	45
Cripple Creek, Colo	46	Portland, Me	2,241
Cleveland, Ohio	1,469	Portland, Ore	1,411
Concord, N. H	2,196	Paterson, N. J.	1,894
Central City, Wyo	181	Pensacola, Fla	2,085
Denver, Colo	75	Philadelphia, Pa	1,936
Durango, Colo	430	Pittsburg, Pa	1,581
Detroit, Mich	1,398	Quebec, Canada	2,226
Erle, Pa	1,565	Raleigh, N. C	2,317
El Paso, Tex	781	Red Cliff, Colo	224
Ft. Riley, Kan	505	Richmond, Va	2,008
Ft. Wayne, Ind	1,261	Ridgeway, Colo	205
Ft. Worth, Tex	735	Rochester, N. Y	1,063
Georgetown, Colo	125	Rock Island, Ill	380
Grand Rapids, Mich	1,394	Sacramento, Calif	1,361
Greeley, Colo	127	Salida, Colo	143
Galveston, Tex	1,075	Salt Lake City, Utah	601
Gunnison, Colo	215	San Francisco, Calif	1,457
Hamilton, Ont	1,585	Saratoga Springs, N. Y	1,968
Harrisburg, Pa	1,829	Santa Fe, N. M.	356
Hastings, Neb	463	Savannah, Ga	2,244
Hartford, Conn	2,124	Springfield, Ill	1,095
Hudson, N. Y	1,954	Springfield, Mass	2,025
Jacksonville, Ill	915	St. Joseph, Mo	608
Kansas City, Mo	639	St. Louis, Mo	923
Kit Carson, Colo	153	Syracuse, N. Y	1,802
Lansing, Mich	1,358	Toledo, Ohio	1,850
La Junta, Colo	106	Topeka, Kan	673
Lawrence, Kan	600	Toronto, Canada	1,628
Las Vegas, N. M.	230	Utica, N. Y	1,853
Leadville, Colo	125	Washington, D. C.	1,926
Leavenworth, Kan	645	Wheeling, W. Va	1,590
Littleton, Colo	64	Wilmington, Dela	1,900
Long Branch, N. J	2,014		
Los Angeles, Calif	1,411		

The Hanover

119 W. Seventh St., Pueblo, Colo.
A High-Class Private Boarding and
Rooming House.

Centrally located, near Imperial and Maine
Hotels. Take any north bound car from Union
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Rooms Separate or En-Suite, \$3 to \$5 Weekly.
Table Board, \$6. Rooms per Night, 75c.

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MEALS 25 CENTS

SHORT ORDERS
QUICK SERVICE



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OF THE STREET

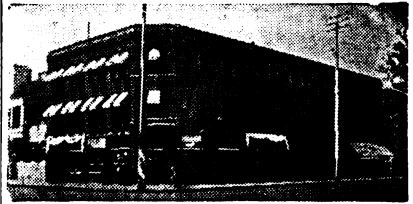
354 BENNETT AVE., CRIPPLE CREEK

THE
BANK OF VICTOR

VICTOR, COLO.

D. H. MOFFAT, Pres.
G. E. ROSS-LEWIN, V.-Pres.
A. A. ROLLESTONE, Cashier.
J. H. KRIDER, Ass't Cashier.

Capital, \$30,000
Surplus, 50,000



Hotel Bonaventure

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Modern
European Plan
Rates Reasonable

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COR. 18TH AND GLENARM STREETS
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Take 17th St. car from depot to Glenarm St.

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Modern. Public and Private Baths.
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J. W. BRAUER, MANAGER

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American and European plan. Steam
Heat, Electric Lights and Free Bath

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Rooms, 50c, 75c and \$1.00 Phone, Main 860



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 A. C. BIRD, V-P, in charge of Traf., Chicago.
 J. A. EDSON, Manager, Denver.

A. S. HUGHES, Gen. Traf. Mgr., Denver.
 S. K. HOOPER, Gen. Pass. and Ticket Agt., Denver.
 FRED WILD, Jr., Gen. Frt. Agt., Denver.
 H. F. KRUEGER, G. A., Pueblo.

GLOBE EXPRESS.

Read down			Denver, Salt Lake & Ogden Line. Standard Gauge.										East			Read up		
13	11	15	7	9	5	3	1	Corrected to April 1, 1904.	2	4	10	12	6	16	8	14		
C. S. & Pueb. Exp.	Ks. & St. L. Exp.	Colo. Exp.	Creek Exp.	City Pass.	Chi. & S.F. Exp.	New Mex. Exp.	Pac. Coast Lim.	STATIONS.	Atlan. Coast Lim.	Atlan. Mail Pass.	Can. C. Coast Pass.	St. L. Ks. Cy. Exp.	S. P. & Chi. Lim.	Mex. Exp.	C'ple Exp.	Pueb. C. C. & D. Ex.		
12 01PM	5 00PM	9 30PM	3 45PM	1 15PM	8 00AM	8 00PM	9 35AM	iv	4 00PM	10 20PM	6 00PM	11 25AM	10 55AM	7 20AM	12 55PM	8 45PM		
12 20	9 52	9 52	4 48	1 36	9 00	9 03	11 26	ar	Littletton.		5 38		9 54	6 35	12 33PM	8 20		
12 56	10 36	10 36	5 29	2 17	9 46	9 50	11 26	ar	Castle Rock	iv	5 00	10 06	9 54	6 20	11 56AM	7 49		
1 39	11 22	11 22	5 29	3 04	9 46	9 55	11 26AM	iv	Palmer Lake	iv	4 27	10 06	9 54	5 45	11 26	7 20		
1 46	11 39	11 22	6 05	3 16	9 46	9 55	11 26AM	iv	Palmer Lake	iv	4 22	10 06	9 54	5 28	11 26	7 20		
2 23	7 00	11 30PM	6 05	3 53	10 28	10 32	12 01PM	iv	Monument	iv	7 53	9 15	8 30	5 24	11 14	6 25		
2 28	7 05	12 03AM	6 05	3 58	10 33	10 37	12 06	iv	Colo. Springs	iv	7 42	9 15	8 25	5 38	11 14	6 25		
2 52	7 13	12 13AM	6 05	4 18	10 33	10 37	12 06	iv	Colo. Springs	iv	7 42	9 15	8 25	5 38	11 14	6 25		
3 34	7 33	12 33	6 05	4 18	10 33	10 37	12 06	iv	Fountain.	iv	7 42	9 15	8 25	5 38	11 14	6 25		
3 40PM	8 15PM	1 27	6 05	5 07	11 40	11 50PM	12 27	iv	8th St. Pueblo	iv	7 42	9 15	8 25	5 38	11 14	6 25		
		1 37	6 05	5 15	11 40	11 50PM	12 27	iv	Pueblo	iv	7 42	9 15	8 25	5 38	11 14	6 25		
		2 46	6 05	5 25	11 50AM	12 05AM	1 35	iv	Pueblo	iv	7 42	9 15	8 25	5 38	11 14	6 25		
		3 08	6 05	6 30	12 46PM	1 01	2 37	iv	Florence	iv	11 14AM	5 28	6 03	6 35	12 33PM	8 20		
		4 20	6 05	6 45PM	1 06	1 20	2 55	iv	Canon City	iv	10 59	5 12	6 03	6 35	12 33PM	8 20		
		5 15	6 05	3 05	3 05	3 35	4 16	iv	Cotopaxi	iv	9 57	5 45	6 03	6 35	12 33PM	8 20		
		5 25	6 05	3 15	3 35	3 55	4 16	iv	Salida	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
		6 18	6 05	4 14	4 44	4 45	5 22	iv	Salida	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
		7 02	6 05	4 14	4 44	4 45	5 22	iv	Buena Vista	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
		7 38	6 05	5 26	6 00	7 00	7 35	iv	Granite	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
		7 53AM	6 05	6 00	6 00	7 00	7 35	iv	Malta	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Leadville	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Leadville	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Tenn. Pass	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Red Cliff	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Red Cliff	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Wolcott	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Glenwood	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Glenwood	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	New Castle	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	New Castle	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Grand Junction	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Grand Junction	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Grand Junction	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Green River	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Green River	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Helper	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Helper	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Provo	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Provo	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Salt Lake	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Salt Lake	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Salt Lake	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Ogden	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		
			6 05	6 00	6 00	7 00	7 35	iv	Ogden	iv	9 15	5 45	6 03	6 35	12 33PM	8 20		

Schedules Subject to Change Without Notice.



HERE IS
REAL FUN

RIDE

Walking in the Mountains is pleasant, but it can not compare with the delights of riding.

Our Burros and Ponies

Can take you wherever you want to go. Spend day after day in the rugged old hills without weariness. Be sure to visit North Cheyenne Canon. There's no toll to pay.


Remember these things when you come to Colorado Springs, and don't forget your Kodak.

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The Burro and Pony Passenger Transportation Co

H. O'BRIEN, Manager

7½ South Cascade Avenue, - COLORADO SPRINGS

 Burro and Pony Station at the end of Cheyenne Canon Street Car Line, Opposite Stratton Park.



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 N. L. DREW, City P. & T. Agt., Pueblo.
 W. W. WOOD, C. P. & T. A., Colorado Springs.
 R. S. WALKER, T. P. A., Denver.

UNITED STATES EXPRESS.

Corrected to April 1, 1904.

Read down Through Line to Chicago via Lincoln and Omaha. Read up

No. 10	No. 6	No. 42	M	STATIONS.	No. 41	No. 5	No. 9
2 15PM	9 00PM	11 30AM	0	lv..... Denver.....	9 45PM	8 00AM	11 45AM
12 50PM	.....	10 30AM	0	..... Pueblo.....	11 50	.....	1 00PM
2 15PM	8 20PM	11 45AM	0	..... Colorado Springs.....	9 35	7 50	11 45AM
4 30	11 15	1 50PM	89	ar..... Limon.....	7 30	5 20	9 30
4 45	11 30PM	2 05	89	lv..... Limon.....	7 20	5 00	9 15
7 50	2 30AM	5 00	196	..... Goodland.....	4 09	1 25AM	5 55
10 42	5 13	.....	302	..... Norton.....	.....	10 15PM	3 04*
11 45PM	6 10	8 15	336	ar..... Phillipsburg.....	12 50	9 10	2 15
12 50AM	7 20	9 20	396	lv..... Phillipsburg.....	1 45PM	9 55	3 10
2 35	9 10	.....	398	..... Mankato.....	.....	7 48	1 32
7 30	10 35AM	11 48PM	490	..... Belleville.....	11 27AM	6 40	12 35AM
8 45	12 10PM	12 45AM	464	..... Fairbury.....	10 35	5 10	8 10PM
10 40AM	2 30	2 14	520	..... Lincoln.....	9 08	3 20	6 20
12 40PM	5 05	3 50	579	ar..... Omaha.....	7 30	1 30	4 10
12 40	5 35	3 55	582	lv..... Omaha.....	7 25	1 25	4 00
1 00PM	5 55	4 15	582	..... Council Bluffs.....	7 05	12 55PM	3 40PM
.....	7 05	.....	624	..... Avoca.....	.....	11 42AM	.....
.....	7 40	5 58	642	..... Atlantic.....	5 18	11 10	.....
.....	8 45	.....	684	..... Stuart.....	4 11	9 57	.....
.....	9 55	8 20	724	ar..... Des Moines.....	2 55	8 43	.....
.....	10 03	8 20	724	lv..... Des Moines.....	2 55	8 33	.....
.....	11 40PM	9 46	784	..... Grinnell.....	1 28AM	6 45	.....
.....	1 45AM	11 32	806	..... Iowa City.....	11 44PM	4 53	.....
.....	2 20	11 55AM	860	..... West Liberty.....	11 20	4 30	.....
.....	3 30	12 55PM	900	..... Davenport.....	10 20	3 15	.....
.....	3 45	1 10	901	..... Rock Island.....	10 10	3 05AM	.....
.....	.....	4 50	921	..... Peoria.....	7 05	.....	.....
.....	5 50	3 03	983	..... La Salle.....	.....	12 40AM	.....
.....	7 11	4 30	1043	..... Joliet.....	6 46	11 13PM	.....
.....	8 14	5 16	1075	..... Englewood.....	5 59	10 14	.....
.....	8 30AM	5 30PM	1083	ar..... Chicago.....	5 45PM	10 00PM	.....

Through Line to Kansas City and St. Joseph.

No. 6	No. 10	M	STATIONS.	No. 9	No. 5
9 00PM	2 15PM	0	lv..... Denver.....	11 45AM	8 00AM
.....	12 50PM	0	..... Pueblo.....	1 00PM	.....
8 20PM	2 15PM	0	..... Colorado Springs.....	11 45AM	7 50
11 30	4 45PM	89	..... Limon.....	9 30	5 20AM
7 20AM	12 50AM	236	..... Phillipsburg.....	2 15	9 10PM
10 35	3 35	430	..... Belleville.....	12 35AM	6 40
12 10PM	5 00	477	..... Clay Center.....	11 02PM	4 30
2 30	6 50	535	..... McFarland.....	9 25	2 25
3 35	7 45	583	..... Topeka.....	8 25	12 55PM
3 45	9 35	635	ar..... Kansas City.....	6 30	10 40AM
6 55PM	10 50AM	ar..... St. Joseph.....	4 50PM	9 10AM

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*Lewis has a strictly
up-to-date*
DRUG STORE



*Pure Fruits and Syrups at the
Best Soda Fountain
IN THE DISTRICT*



G. R. Lewis & Co.

*Cor. 4th and Bennett Ave.
CRIPPLE CREEK*



The Grand View

WM. PAULSON, Prop.
RATES \$2 TO \$4 PER DAY.

Reduction to permanent guests and families. Rooms en suite with baths. A carriage for the convenience of guests free of charge at the Soda Springs only in summer season. A new finely appointed and strictly first-class hotel with all modern improvements. One block from Soda and Sulphur Springs. Open the year round. **Manitou Springs, Colo.**



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These waters have acquired a national reputation for curing Bright's Diseases, Diabetes, and all other Kidney diseases, Catarrh of the Bladder, Liver Affections, Rheumatism, Dyspepsia, Neuralgia, Paralysis, Dropsy, Female Weakness.

We have just opened our new Sanitarium, which is elegantly furnished, having all the modern conveniences:—Steam heat, electric lights, electric bells, hardwood floors, etc.

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Water \$4.00 per case of 12 one-half gallon bottles. Rates, Transient, \$2.00 per day and upward. Board and rooms, \$10 per week and upward.



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 Denver, Colo.
 ELLIS FARNSWORTH, T. P. A., Denver

Read down **Denver and Pueblo to Kansas City and St. Louis.** Read up

No. 2 Daily	No. 8 Daily	M	Corrected to April 1, 1904. STATIONS.	No. 3 Daily	No. 1 Daily
9 35AM	5 00PM	0	lv. Denver	11 25AM	4 00PM
12 6PM	7 05	75	Colorado Springs	9 15	1 47
1 20PM	8 15	120	ar. Pueblo	8 00	12 25PM
1 30	8 20	120	lv. Pueblo	7 40	11 40AM
3 01	9 47	176	Sugar City	5 54	10 09
		196	Arlington	5 17	
		259	Sheridan Lake	3 20	
5 55	12 55AM	286	ar. Horace	2 30	7 15
6 00	1 00	286	lv. Horace	2 25	7 10
6 38	1 40AM	311	ar. Leoti	1 40	6 32
	1 45	313	Coronado	1 32	
7 17	2 20	334	Scott City	12 47AM	5 54
	4 10	401	Brownell	10 35PM	
9 45	4 57	427	La Crosse	9 45	3 23
	5 24	442	Otis	9 15	
	5 37	448	Olmutz	9 00	
10 40PM	5 55	458	ar. Hoisington (Mountain Time)	8 40	2 25
7 45	5 05	468	lv. Great Bend	9 20PM	6 50
11 50PM	7 05AM	458	lv. Hoisington (Central Time)	9 30	3 15
	7 32	472	Clafin	9 02	
12 43AM	8 15	493	Geneseo	8 20	2 17
	8 28	499	Crawford	7 57	
1 13	8 54	511	Marquette	7 30	1 44
	9 39	538	Salina	6 35	
2 00	10 10	553	ar. Gypsum City	6 02	12 56
2 00	10 10	553	lv. Gypsum City	6 02	12 56
	10 26	561	Carlos	5 45	
	10 52	573	Hope	5 23	
2 49	11 10	581	Herington	5 07	12 06AM
	11 42	596	Wilsey	4 35	
3 35AM	12 10PM	608	Council Grove	4 05	11 20PM
	12 48	625	Allen	3 23	
4 58	1 28	645	Osage City	2 45	10 10
	2 06	664	Lomax	2 06	
	2 45	678	Ottawa	1 32	9 10
6 40	3 30	699	ar. Osawatomie	12 45	8 35
6 45	3 35	699	lv. Osawatomie	12 40	8 30
7 02	3 52	706	Paola	12 23PM	8 13
8 50	5 40	760	ar. Kansas City	10 40AM	6 30PM
10 10AM	9 15PM	760	lv. Kansas City	7 00	5 15
12 40PM	12 20AM	855	Sedalia	4 00	2 30
2 26	2 28	918	Jefferson City	1 48AM	12 30PM
6 01PM	7 10AM	1043	ar. St. Louis	10 10PM	9 00AM

St. Louis to Kansas City and Omaha.

5	9	1	7	3	M	STATIONS.	2	4	10	8	6
7 35AM	8 10PM	9 00AM	3 00AM	10 10PM	0	lv. St. Louis	6 01PM	10 05PM	7 20AM	7 10AM	5 50PM
2 40PM	1 50AM	2 30PM	7 55AM	4 00AM	188	Sedalia	12 40PM	4 15PM	1 55AM	12 25AM	10 10AM
6 05PM	5 00AM	5 15PM	10 30AM	7 00AM	283	ar. Kas City	10 10AM	1 10PM	10 45PM	9 15PM	6 55AM
		10 20PM	10 50AM		283	lv. Kas City	6 00AM			5 20PM	
		7 00AM	6 25PM		483	ar. Omaha	10 50PM			10 00AM	

Schedules Subject to Change Without Notice.

12 to 24
Hours in the Lead
of all Denver Papers.

*The Pueblo
Chieftain*

*Reaches all cities and towns in
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*Sunday, 40 to 50 Pages
Week Days, 12 to 16 Pages*



*65c a Month
Established 1868*



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Colorado Headquarters: 1700 Lawrence St.,
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B. F. WILLIAMS, Com. A., Colorado Springs.
C. G. NIKIRK, City P. & T. Agt., Pueblo.
J. C. BURNETT, Commercial Agent, Pueblo.

Read down Between Colorado, Kansas City and Chicago. Read up

	6 Daily	608-8 Daily	602-2 Daily	M	Corrected to April 1, 1904. STATIONS.	5 Daily	7-603 Daily	1-607 Daily
8 00PM	3 50AM	9 45PM	0	lv.....Denver.....ar	9 30AM	6 00PM	1 15PM	
9 46	5 40	5 30	51	lv..Palmer Lake (Glen Pk)..lv	7 50	4 30	11 45AM	
10 30	6 40	6 35	74	lv.....Colorado Springs..lv	6 35	3 30	10 55	
11 45	8 05	8 00	117	lv.....Pueblo.....lv	5 10	2 05	9 25	
1 10AM	10 05	9 45	170	lv.....Rocky Ford.....lv	2 28	12 27	7 47	
1 40	10 45AM	10 30PM	178	lv.....La Junta.....lv	3 10AM	12 10AM	7 30	
4 12	1 50PM	1 30AM	281	lv.....Syracuse.....lv	11 50PM	3 42	1 30AM	
5 28	3 32	2 55	333	ar.....Garden City.....lv	10 23	2 00	11 35PM	
6 40	5 00	4 20	388	ar.....Dodge City.....lv	8 50	12 25	10 00	
8 50	7 25	6 20	419	ar.....Kinsley.....lv	8 35	12 01AM	9 40	
9 23	8 12	.....	448	ar.....Larned.....lv	7 52	.....	.....
11 20	10 40PM	8 45	517	ar.....Hutchinson.....lv	5 25	9 35PM	6 10	
11 45AM	11 07	9 36	531	ar.....Burton.....lv	4 82	9 10	6 13	
12 15PM	11 50PM	10 10	550	ar.....Newton.....lv	4 00	8 30	5 40	
1 28	1 00AM	11 08AM	578	ar.....Florence.....lv	2 50	7 05	4 40	
2 35	2 25	12 25PM	623	ar.....Emporia.....lv	1 45PM	6 05	3 40	
4 25	4 40	2 25PM	685	ar.....Topeka.....lv	11 50AM	.....	1 25PM
6 45	8 55	6 45	735	ar.....Atchison.....lv	8 40	.....	8 10AM
7 35	9 45	7 35	756	ar.....St. Joseph.....lv	7 50	.....	7 25
5 12	5 40	3 38	711	ar.....Lawrence.....lv	10 37	.....	12 11
7 10	11 45	7 10	765	ar.....Leavenworth.....lv	7 45	3 36	.....
6 25PM	7 00AM	5 05PM	751	ar.....Kansas City.....lv	9 45	2 35PM	11 00	
7 00	7 30	6 00	751	lv.....Kansas City.....ar	8 45	2 15PM	10 30	
9 37PM	9 31AM	8 18	819	ar.....Carrollton.....lv	5 42	12 15PM	8 13	
2 38AM	2 03PM	12 40AM	972	ar.....Ft. Madison.....lv	1 05AM	8 18	4 05	
4 14	3 36	2 25	1027	ar.....Galesburg.....lv	11 35PM	7 02	2 45	
6 50	6 05	4 55	1116	ar.....Streator.....lv	8 55	4 55	12 22AM	
8 30	7 31	6 35	1168	ar.....Joliet.....lv	7 10	3 39	11 00PM	
9 45AM	8 47PM	7 50AM	1210	ar.....Chicago.....lv	6 00PM	2 48AM	10 00PM	

Glorious Scenery! Grand Engineering.

I want to send you now whilst the impressions of the magnificent trip are fresh in our minds, the ideas and views of a few friends and my own about the glorious scenery and grand engineering of the Cripple Creek Short Line.

Members of our party had traveled all over Europe, in the Swiss Alps and in Russia, but in all their travels they declared that there was nothing that could be compared with the scenery and boldness of the Colorado Springs & Cripple Creek Short Line in the way of a railroad.

MAURICE J. BYWATER,

2247 Boulevard F., Denver, Colo. July 23rd, 1903. Archdeacon of Colorado

The Atchison, Topeka & Santa Fe Ry. Co.

Read down

Between Colorado and California.

Read up

6-1 Daily	602-3 Daily	6-7 Daily	M	Corrected to April 1, 1904. STATIONS.		2-5 Daily	4-603 Daily	8-603 Daily
8 00PM	8 45PM	8 00PM	0	lv	Denver	9 30AM	6 00PM	6 00PM
10 30	6 35	10 30	74	.....	Colorado Springs	6 35	8 30	3 30
11 45PM	8 00	11 45PM	117	.....	Pueblo	5 00	2 00PM	2 00
4 55AM	10 35PM	8 00AM	178	.....	La Junta	3 10AM	12 10PM	12 10PM
8 05AM	1 00AM	11 40AM	259	.....	Trinidad	7 30PM	9 40AM	7 35AM
9 50AM	2 30	1 20PM	282	.....	Raton	6 00	8 15	6 00
2 00PM	5 45AM	5 40PM	393	lv	Las Vegas	1 45PM	4 35AM	1 30AM
6 15PM	11 50AM	9 30PM	479	ar	Santa Fe	9 40AM	.....	9 35PM
8 15PM	10 40AM	11 10PM	525	lv	Albuquerque	8 30AM	12 09AM	8 06PM
2 40AM	3 35PM	4 35AM	682	ar	Gallup	2 40AM	7 10	1 35
10 27AM	9 03AM	10 45AM	879	.....	Flagstaff	8 15PM	1 50	7 15AM
11 55AM	10 25PM	12 27PM	903	.....	Williams	6 47	12 35PM	6 00
1 05PM	11 32PM	2 45PM	926	ar	Ash Fork	5 30PM	11 10AM	4 32AM
5 35PM	5 35PM	5 35PM	926	lv	Ash Fork	12 55PM	12 55PM	12 55PM
7 45PM	7 45PM	7 45PM	986	ar	Prescott	10 49AM	10 49AM	10 49AM
1 40AM	1 40AM	1 40AM	1122	ar	Phoenix	5 00AM	5 00AM	5 00AM
7 30PM	4 00AM	6 55PM	1102	lv	Needles	8 15AM	4 10AM	7 55PM
2 25AM	9 15AM	12 55AM	1272	ar	Barstow	1 45	11 05PM	1 40PM
5 45	12 13PM	4 25	1353	.....	San Bernardino	10 25PM	8 10	9 50AM
7 55	1 40	6 05	1403	.....	Pasadena	8 32	6 40	7 55
8 25AM	2 05	6 30AM	1413	.....	Los Angeles	8 00	6 15	7 30AM
12 45PM	6 20PM	12 45PM	1495	ar	San Deigo	1 45PM	1 45PM	.....
.....	5 00PM	10 45AM	1523	ar	Fresno	.....	3 15PM	8 25AM
.....	10 50PM	6 35PM	1734	ar	San Francisco	.....	9 30AM	8 00PM

Between Colorado and El Paso, Deming and Sonora.

6-1-27 Daily	6-7 27 Daily	M	Corrected to April 1, 1904. STATIONS.		22-2 5 Daily		
8 00PM	8 00PM	0	lv	Denver	9 30AM	.....	.....
10 30PM	10 30PM	74	.....	Colorado Springs	6 35AM	.....	.....
11 45PM	11 45PM	117	lv	Pueblo	5 00AM	.....	.....
1 30AM	1 30AM	178	ar	La Junta	3 10AM	.....	.....
~ 05AM	11 40AM	282	lv	Trinidad	7 30PM	.....	.....
7 30PM	10 30PM	528	ar	Albuquerque	8 30AM	.....	.....
1 55AM	1 55AM	603	ar	Socorro	4 12AM	.....	.....
2 50AM	2 50AM	630	ar	San Marcial	3 15AM	.....	.....
5 35AM	5 35AM	705	ar	Rincon	12 25AM	.....	.....
7 05AM	7 05AM	788	ar	Las Cruces	10 43PM	.....	.....
8 40AM	8 40AM	782	ar	El Paso	9 15PM	.....	.....
10 35AM	10 35AM	782	lv	El Paso (Mexo. Cen)	6 00PM	.....	.....
7 40PM	7 40PM	1009	ar	Chihuahua	9 15AM	.....	.....
6 55AM	6 55AM	1302	ar	Torreon	9 20PM	.....	.....
9 05PM	9 05PM	1644	ar	Agua Calientes	8 25AM	.....	.....
11 55AM	11 55AM	1927	ar	Guadalajara	10 15AM	.....	.....
11 30AM	11 30AM	2008	ar	City of Mexico	6 10PM	.....	.....
8 00AM	8 00AM	759	ar	Deming	9 30PM	.....	.....
10 55AM	10 55AM	806	ar	Silver City	6 40PM	.....	.....
6 12PM	6 12PM	983	ar	Tucson	7 10AM	.....	.....
6 15PM	6 15PM	889	ar	Clifton	8 30AM	.....	.....
8 30PM	8 30PM	992	ar	Globe	5 00AM	.....	.....
8 30PM	8 30PM	1017	ar	Nogales	5 35AM	.....	.....
9 40AM	9 40AM	1287	ar	Guaymas	4 40PM	.....	.....

Schedules Subject to Change Without Notice.

The Cripple Creek District Gold Camp.

THE now famous Cripple Creek district was for many years a cattle-grazing country, but as early as 1849 there had been some gold excitement near Mt. Pisgah. In 1891 Bob Womack, a ranchman in charge of a Denver firm's cattle in the district, found some good looking gold ore. He brought specimens to Colorado Springs and after considerable difficulty succeeded in interesting a few men with capital, who journeyed over the hills with him and located the El Paso Gold King mine, a property that has paid its owners hundreds of thousands of dollars. The news that there was gold over the hills to the west of Colorado Springs induced hundreds of men to flock to the new camp. These men had little money, but energy and perseverance in abundance, and by their efforts the value of the new field as a gold-producing area was proved. The richness of the ore found in the district was soon heralded over the country, and a grand rush began. Today the Cripple Creek district is the greatest gold producing camp in the world.

There are twelve towns in the immediate district, with a population of not less than 50,000 people. The principal towns are Cripple Creek, Victor and Goldfield. Other towns in the district are Independence, Altman, Anaconda, Elkton, Cameron, Arequa, Lawrence, Mound City and Gillett.

PRODUCTION FOR 1904.

The gold production record of the Cripple Creek district for 1904 by months, is as follows:

	Tons.	Value
January	51,500	\$1,753,000
February	55,500	1,700,000
March	55,000	1,724,750

TOTAL PRODUCTION AND VALUE TO DATE.

Table showing tonnage and value of gold ore from the Cripple Creek district for the past thirteen years, with total to date:

Year.	Tons.	Value.
1891	13,000	\$200,000
1892	21,000	400,000
1893	80,000	2,000,000
1894	110,000	2,500,000
1895	200,000	7,500,000
1896	190,000	9,250,000
1897	296,000	12,000,000
1898	350,000	15,000,000
1899	422,805	17,000,000
1900	504,568	17,500,000
1901	595,190	18,500,000
1902	615,350	20,914,980
1903	546,079	17,630,107
Total	3,943,992	\$141,395,087

COLORADO'S GOLD PRODUCTION.

The following table shows the gold production of the State for the past fifteen years:

1889	\$3,363,217
1890	4,016,239
1891	4,767,890
1892	6,300,000
1893	8,527,000
1894	10,459,781
1895	13,559,954
1896	16,267,234
1897	19,579,637
1898	23,534,531
1899	26,508,675
1900	28,762,036
1901	27,679,445
1902	28,323,774
1903	21,873,662
Total	\$238,650,005

The decrease in the production of gold ore in the Cripple Creek district during 1903 was not because of any diminution in the supply, but on account of the strike inaugurated by the Western Federation of Miners in the month of August, continuing throughout the year. A number of the old miners and many new ones are now working in the mines, all of which will soon be running to full capacity. With the labor troubles settled, the production of the camp will continue to increase as it has done from year to year. New strikes are constantly being made in the old mines, while new territory is being developed daily. The leasing of the vast properties owned by the Stratton estate will result in many new producing mines and largely increased tonnage for the district, while the new drainage tunnel will enable many of the old mines to resume work in their lower levels, after several months of enforced idleness on account of the large volume of water which could not be satisfactorily disposed of by pumping.

The future of the Cripple Creek district is exceedingly bright, and the camp will continue to surprise the world by a phenomenal production of the precious metal.



Under Entirely New Management

The Only Reliable Hotel
in the District

**Steam Heat, Electric Lights
and Elevators**

Rooms En Suite. 50 Private Baths
Rates to Suit Guests

The Commercial Men's and Tourists' Hotel
DINING ROOM A SPECIAL FEATURE HOUSE ORCHESTRA

THE NATIONAL, CRIPPLE CREEK
... COLORADO

A. E. WILLSHER, Lessee



THE "OLD RELIABLE"
**AMERICAN
HOUSE**

ON THE AMERICAN PLAN

And famous for setting the
Best Table in the West.

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PROPRIETOR.

16th and Blake Streets, DENVER, COLO.

TWO BLOCKS FROM UNION DEPOT.

An Excellent \$2.00 a Day Hotel.

One Hundred Rooms, Twenty-five with Bath. The Best Popular-Priced Hotel
in Denver. Special Rates Made for Week or Longer.

**Burlington
Route**

BURLINGTON ROUTE.

**Burlington
Route**

GEO. B. HARRIS, Pres., Chicago, Ill.
 DARIUS MILLEB, Vice-Pres., Chicago, Ill.
 G. W. HULDREDGE, Gen. Mgr., Omaha, Neb.
 THOS. MILLER, Frt. Traf. Mgr., Chicago.
 D. C. IVES, G. F. Agt., Omaha, Neb.
 P. S. EUSTIS, Pass. Traf. Mgr., Chicago.
 J. FRANCIS, G. P. & T. A., Omaha, Neb.

T. E. CALVERT, Gen. Supt., Lincoln, Neb.
 G. W. VALLERY, Gen'l Frt. A., Denver, Colo.
 SAMUEL DRURY, City Ticket Agt., Denver.
 A. E. CAMPBELL, Trav. Agt., Denver.
 H. H. SWEARINGEN, Con. Freight Agt.
 F. C. MATTHEWS, Trav. Frt. and Pass. Agt.
 C. W. ANDERSEN, City Pass. Agt., Denver.

Read down **Denver, Lincoln, Omaha and Chicago.** Read up

14	6 Exp.	12 Exp.	2 Exp.	M	Corrected to April 1, 1904 STATIONS.	3 Exp.	5 Exp.	1 Exp.	13
2 00PM	4 15PM		10 35PM	0	lv. Denver ar	7 30AM		6 50PM	3 40PM
2 30			18		..... Barr				3 02
2 45			30		..... Hudson				2 45
3 15			11 37PM	47	..... Roggen				2 14
4 00			12 20AM	79	..... Ft Morgan	5 00		4 37	1 24
4 18				88	..... Brush	4 40		4 18	
5 15	6 55		1 35	112	ar. Akron lv	4 00		3 40	12 36PM
5 52				138	..... Yuma			2 47	
6 11				151	..... Eckley				
6 35	8 07	4 00AM	3 01	166	..... Wray	1 54	11 00PM	2 03	
	8 56	5 25	3 56	203	..... Benkleman	12 46AM	9 52	1 08PM	
		6 18		234	..... Trenton		8 48		
8 28		6 36		244	..... Culbertson (Mountain Time.)		8 28		
8 45PM	10 05PM	7 00	5 08	255	ar. McCook lv (Central Time.)	11 25PM	7 50	11 54AM	8 50AM
		8 41	6 40	267	..... Indianola		7 29		
		9 10	7 05	280	..... Cambridge		6 55		9 10
		9 42	7 29	294	..... Arapahoe		6 25		
11 42PM	12 38AM	10 30	8 20	309	ar. Oxford lv	10 47	5 50	11 37	8 30AM
		11 11		325	..... Atlanta		4 51		
	1 10	11 30AM	9 08	331	..... Holdredge	10 00	4 37	10 59	
		12 39PM	9 51	355	..... Minden	9 17	3 48	10 22	
	2 43	10 50AM	10 50AM	387	ar. Hastings lv	8 25	2 15	9 32	
		3 33		423	..... Grafton		1 00		
	3 46	3 50	12 15PM	430	..... Fairmont	7 07	12 45	8 20	
		4 04	12 29	437	..... Exeter		12 29PM		
		4 50	1 16	463	..... Crete		11 28AM		
	5 00	5 25	1 50	483	ar. Lincoln lv	5 50	10 45	7 07AM	
	6 45AM	7 45PM	3 30PM	538	ar. Omaha lv	4 10PM	8 50AM		
	8 20PM	9 03AM	7 20AM	1043	ar. Chicago lv	10 35PM	6 00PM	5 00PM	

TO ST. LOUIS
See NEXT PAGE.

From ST. LOUIS
See NEXT PAGE.

DENVER TO BLACK HILLS, MONTANA AND PUGET SOUND.

	302	M		STATIONS.	301	
	1 30AM	0	lv	..... Denver ar	8 00AM	
	4 20	88		..... Brush	5 45	
	5 55	123		..... Sterling	4 40	
	7 00	163	ar	..... Sidney	3 32	
	8 10	202	ar	..... Bridgeport lv	2 25	
	8 40	202	lv	..... Bridgeport ar	2 25	
	8 50	205	ar	..... Northport lv	2 14AM	
	10 50PM	200	lv	..... Northport ar	1 35PM	
	4 37PM	287		..... Fort Laramie	7 40AM	
	5 15PM	300	ar	..... Guernsey lv	7 00AM	
	10 10AM	238	ar	..... Alliance v	1 25AM	
	3 55PM	377	ar	..... Hot Springs lv	7 40PM	
	7 45PM	574	ar	..... Deadwood lv	4 00PM	
	11 40PM	571	ar	..... Sheridan lv	1 40PM	
	4 45AM	714	ar	..... Billings lv	9 05AM	
	6 25PM	952	ar	..... Helena lv	2 25PM	
	2 00PM		ar	..... Butte lv	11 40PM	
	3 30AM	1334	ar	..... Spokane lv	8 45PM	
	5 00PM	1733	ar	..... Tacoma lv	4 25PM	
	5 15PM	1754	ar	..... Seattle lv	4 20PM	
	7 00AM	1878	ar	..... Portland lv	8 30AM	

Schedules Subject to Change Without Notice.

Burlington Route—Continued.

Read down			Denver, St. Joseph, Kansas City and St. Louis.				Read up	
14	2	M	STATIONS.				3	13
2 00PM	10 35PM	0	lv	.....	Denver	ar	7 30AM	3 40PM
11 30PM	7 55AM	309	ar	.....	Oxford	lv	10 47PM	8 30AM
11 42PM	8 10	309	lv	.....	Oxford	ar	10 25	8 20
.....	8 40	322	.....	.....	Orleans	.....	10 00	7 57
.....	9 10	333	.....	.....	Republican	.....	9 35	7 36
12 55AM	9 35	345	.....	.....	Bloomington	.....	9 10	.....
2 00	10 35	374	ar	.....	Red Cloud	lv	8 15	6 35
2 00AM	10 35	374	lv	.....	Red Cloud	ar	8 15	6 35
2 43	11 21	398	.....	.....	Superior	.....	7 16	5 52
3 29	12 08PM	423	.....	.....	Chester	.....	6 25	5 12
3 15	1 55	481	ar	.....	Wymore	lv	4 35	3 30
5 20	2 05	481	lv	.....	Wymore	ar	4 25	3 25
6 23	3 04	513	.....	.....	Pawnee	.....	3 28	2 31
6 50	3 30	520	.....	.....	Table Rock	.....	3 15	2 15
7 10	3 50	529	.....	.....	Humboldt	.....	.....	.....
7 44	4 33	549	ar	.....	Falls City	lv	2 05	1 33
.....	4 33	549	lv	.....	Falls City	ar	2 05	1 33
.....	5 00	560	.....	.....	Rulo	.....	1 48	.....
8 35	5 30	569	.....	.....	Napier	.....	1 30	1 00AM
9 30	6 35	603	ar	.....	St. Joseph	lv	12 30PM	11 55PM
10 35	7 45	626	ar	.....	Atchison	lv	12 36AM	10 53
11 06AM	8 05PM	645	ar	.....	Leavenworth	lv	11 07AM	10 15PM
11 40AM	8 45PM	667	ar	.....	Kansas City	lv	10 40AM	9 40PM
9 40AM	9 45PM	603	lv	.....	St. Joseph	ar	7 00AM	11 50PM
3 30PM	4 10AM	909	ar	.....	Hannibal	lv	12 06AM	5 25PM
6 50PM	7 19AM	929	ar	.....	St. Louis	lv	9 01PM	2 15PM

Lincoln, Galesburg, Peoria and Chicago.

15	6 Exp.	12	2 Exp.	M	STATIONS.			3 Exp.	5 Exp.	1 Exp.	7	
1 30AM	5 10AM	6 00PM	2 10PM	483	lv	.....	Lincoln	ar	5 30PM	10 20AM	6 57AM	4 30PM
11 10	5 50	6 45	2 42	508	.....	.....	Ashland	.....	4 57	9 42	6 27	3 52
12 05PM	6 45	7 45	3 30	538	ar	.....	Omaha	lv	4 10	8 50	.....	2 57
.....	7 00	8 05	4 00	538	lv	.....	Omaha	ar	3 55	7 45	.....	2 40
.....	7 28	.....	4 32	538	.....	.....	Plattsmouth	.....	.....	.....	.....	2 13
.....	7 45	8 50	5 00	543	.....	.....	Pacific Junction	ar	3 00	6 55	5 30	2 00PM
.....	8 46	9 42	6 10	599	.....	.....	Red Oak	.....	1 30PM	5 47	4 25	.....
.....	10 30AM	11 15PM	8 05	649	.....	.....	Creston	.....	11 40AM	4 15	2 50	.....
.....	12 05PM	12 45AM	10 05	708	.....	.....	Chariton	.....	9 35	2 27	1 05AM	.....
.....	1 25PM	2 10	11 45PM	763	.....	.....	Ottumwa	.....	7 45	12 55AM	11 35PM	.....
.....	3 15	4 10	2 00AM	837	.....	.....	Burlington	.....	5 40	11 05PM	9 45	.....
.....	3 55	4 48	2 36	864	.....	.....	Monmouth	.....	4 40	10 18	9 02	.....
.....	4 20	5 10	3 00	881	ar	.....	Galesburg	lv	4 05AM	9 55PM	8 40PM	4 40AM
.....	6 40	6 45	6 45	933	ar	.....	Peoria	lv	.....	7 10PM	7 10PM	.....
.....	8 20PM	9 03AM	7 20AM	1043	ar	.....	Chicago	lv	10 35PM	6 00PM	5 00PM	.....

"3000 Miles of Scenery Condensed."

"The Short Line between Colorado Springs and Cripple Creek reveals a greater show of scenic grandeur than all the Trans-Continental Lines in the whole course of their 3,000 miles from New York to San Francisco. It is a marvel of engineering skill and the greatest feat of railroad building in the country."

FITZ-MAC in Colorado Springs "Gazette."

Condensed Through Time Tables West of Ogden.

SOUTHERN PACIFIC CO.

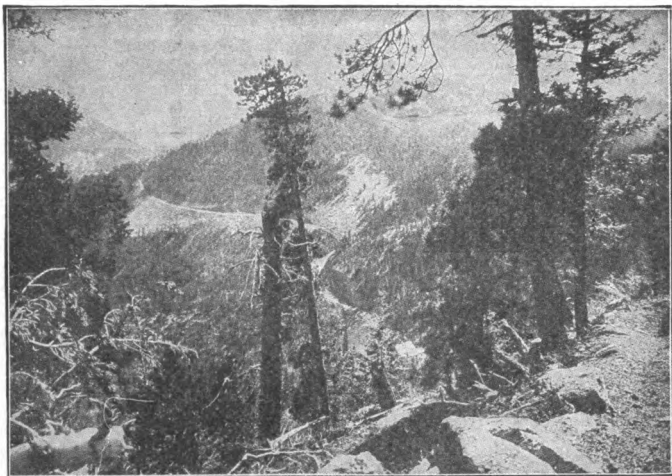
Read down			San Francisco, Sacramento and Ogden.			Read up		
No. 5	Ov'l'd Limit'd	No. 3	Corrected to April 1, 1904. STATIONS.			No. 6	Ov'l'd Limit'd	No. 4
11 15AM	2 15PM	3 00AM	lv	Ogden	ar	5 30AM	1 05PM	5 80PM
9 45PM				Palisade				6 44AM
11 10				Battle Mountain				5 15
1 00AM	2 43AM	6 10PM		Winnemucca		2 50PM	1 08AM	3 30AM
5 30	6 45	11 05		Wadsworth		10 15AM	9 12PM	10 50PM
6 30	7 55	12 20AM		Reno		8 45	8 00	9 80
8 20	9 35	2 10		Truckee		6 50	6 55	8 15
11 50	12 55PM	5 35		Colfax		1 10AM	3 23	4 10
2 00PM	2 55	7 40	ar	Sacramento	lv	10 10PM	1 05	1 10
2 10	3 00	7 55	lv	Sacramento	ar	9 50	1 00PM	12 35PM
4 42	5 37	10 50		Oakland Pier		6 35	10 30AM	9 30AM
5 35PM	6 25PM	11 25AM	ar	San Francisco	lv	6 00PM	10 00AM	9 00AM

Read down			San Francisco and Los Angeles—via Coast Line.			Read up		
	10	22	STATIONS.			21	9	
	6 00PM	8 00AM	lv	San Francisco	ar	10 45PM	7 10AM	
	7 45	9 25		San Jose		9 20	5 35AM	
	2 50AM	3 15PM		San Louis Obispo		3 25PM	10 40PM	
	7 00AM	6 55		Santa Barbara		11 40AM	6 10	
	11 30AM	10 45PM	ar	Los Angeles	lv	8 00AM	1 10PM	

Read down			San Francisco and Sacramento to Los Angeles—Old Line.			Read up		
The Owl 26	8	STATIONS.			7	The Owl 25		
5 00PM	10 00AM	lv	San Francisco	ar	7 25PM	8 55AM		
7 30PM	1 00PM	ar	Tracy	lv	4 05PM	6 13AM		
	10 10AM	lv	Sacramento	ar				
	12 05PM	lv	Stockton	ar				
	1 10PM	ar	Tracy	lv				
	1 58PM	lv	Lathrop	ar	3 43PM			
	3 53	ar	Merced	lv	1 52			
	5 00PM	ar	Madera	lv	12 39PM			
7 40PM		lv	Tracy	ar	4 03PM	6 03AM		
11 06PM	6 05PM	ar	Fresno	lv	12 01PM	2 38AM		
2 07AM	10 00PM	ar	Bakersfield	lv	8 00AM	11 40PM		
8 55AM	6 45AM	ar	Los Angeles	lv	11 40PM	5 00PM		

Oregon Short Line Ry. and Oregon Railroad & Navigation Co.

Ogden	lv	11 55AM	1 25AM	Seattle	N. P. R. R	lv	11 15AM	9 40PM
Pocatello	ar	4 45PM	6 30AM	Tacoma	"	lv	1 20PM	11 45PM
Blackfoot	ar	6 16PM	8 15AM	Portland		lv	8 15PM	8 50AM
Silver Bow	ar		5 00PM	Umatilla		lv	3 00AM	3 40PM
Butte	ar		5 30PM	Spokane		lv	4 30PM	
Helena	G. N. R. R.		11 10PM	Baker City		lv	10 50AM	10 50PM
Shoshone	ar	8 24PM	10 45AM	Huntington, pac time	ar	lv	12 40PM	12 40AM
Boise City	ar	1 25AM	8 45PM	Huntington, mt time	lv	lv	2 00PM	1 55AM
Huntington, mt time	ar	3 00AM	5 50PM	Boise City	lv	lv	4 20PM	5 20AM
Huntington, pac time	lv	2 15AM	5 05PM	Shoshone	lv	lv	10 21AM	8 50AM
Baker City	ar	4 00AM	7 00PM	Helena	G. N. R. R.	lv	8 03AM	
Spokane	ar	8 00PM	11 50AM	Butte		lv	4 45PM	
Umatilla	ar	10 40AM	2 15AM	Silver Bow		lv	5 00PM	
Portland	ar	5 30PM	9 40AM	Blackfoot		lv	12 59AM	11 30AM
Tacoma	N. P. R. R.	5 20AM	8 25PM	Pocatello		lv	1 50AM	12 50PM
Seattle	"	7 15AM	10 10PM	Ogden		ar	8 30AM	5 80PM



One of 39.....

This is a greatly reduced reproduction of one of the pages of the handsome folio containing 39 of the principal views of scenic grandeur along the Famous Short Line between Colorado Springs and the Cripple Creek District. It is the

Official Souvenir

Of the most wonderful of all trips in this or any other country, over COLORADO'S MARVELOUS RAILROAD.

The book is 9x11 inches, handsomely embossed cover, the tinted photos mounted on black matting, and tied with silk cord, presenting a rich and artistic appearance. It is for sale on all Short Line trains and by dealers, or may be obtained from the publisher. Another book, "The World's Famous Gold Camp," is a complete photographic reproduction of the Cripple Creek District gold fields, and is sold on Short Line trains and by dealers. An artistic souvenir of the gold camp.

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**Denver to Omaha, Chicago & St. Paul, with Through Car Service
 via C. & N. W. and C. M. & St. P. Rys.**

Read down

Read up

Fs Mail No. 6	Chi. Spl No. 12	M	Corrected to April 1, 1904. STATIONS.	PacEx No. 3	ColoSp No. 11
9 40PM	1 20PM	0	lv..... Denver..... ar	8 25AM	2 30PM
10 07	1 47	19	..... Brighton.....	7 53	.....
10 45PM	2 25	46	..... La Salle.....	6 55	12 55
12 15AM	3 43	98	..... Ft. Morgan.....	5 35	11 15
12 33	4 00	110	..... Snyder.....	5 16	10 53
1 25	4 50	139	..... Sterling.....	4 30	10 00
3 00	6 15	197	ar..... Julesburg..... lv	3 00	8 15
*3 15AM	6 25	197	lv..... Julesburg..... ar	2 45	8 10
4 04		227	lv..... Ogallala.....	1 46	7 22
5 20	8 05	278	ar..... North Platte..... lv	12 20AM	6 10
6 25	9 10	278	lv..... North Platte..... ar	1 15AM	7 05
8 00	10 20	338	..... Lexington.....	.....	5 35
9 05	11 12	374	..... Kearney.....	10 25PM	4 43
10 20AM	12 05AM	416	ar..... Grand Island..... lv	9 10PM	3 40AM
4 30PM	7 00AM	416	lv { StJ } Grand Island..... ar	8 25PM	6 00AM
7 30AM	4 35PM	668	ar { GI } St. Joseph..... lv	9 45AM	7 00PM
10 25AM	12 10AM	416	lv..... Grand Island..... ar	9 00PM	3 35
11 02AM		488	..... Central City.....	8 20	.....
12 32PM	1 27	478	..... Columbus.....	7 00	2 04
2 00	2 29	524	..... Fremont.....	5 48	12 52AM
3 30	3 40	569	ar..... Omaha.....	4 20	11 35
3 45PM	3 55AM	572	ar..... Council Bluffs..... lv	3 20PM	10 55PM
.....	.....	.....	C. St. P. M. & O. Ry.	.....	.....
8 35PM	8 10AM	572	lv..... Council Bluffs..... ar	3 20PM	9 40PM
11 10PM	10 45AM	671	ar..... Sioux City..... lv	12 10PM	6 55PM
7 35AM	7 40PM	939	ar..... St. Paul..... lv	9 35AM	.....
.....	.....	.....	C. & N. W. Ry.	.....	.....
6 10PM	4 00AM	572	lv..... Council Bluffs..... ar	8 20PM	10 55PM
6 45		598	..... Missouri Valley.....	2 40	10 20
8 45	6 28	663	..... Carroll.....	12 15PM	8 25
9 20		691	..... Jefferson.....	11 25AM	7 41
10 10	7 40	720	..... Boone.....	10 20	6 59
11 35PM	9 05	772	..... Marshalltown.....	8 35	5 28
		806	..... Belle Plaine.....	7 25	4 33
1 30AM	10 45AM	841	..... Cedar Rapids.....	6 25	3 45
3 45	12 43PM	921	..... Clinton.....	3 55	1 55
4 47	1 25	951	..... Sterling.....	2 55	1 02
5 08	1 43	963	..... Dixon.....	2 27	12 44
		985	..... Rochelle.....	1 45	12 13PM
5 53	2 29	1003	..... De Kalb.....	1 19	11 50AM
6 28	2 59	1026	..... Geneva.....	12 40AM	11 15
7 30AM	4 00PM	1062	ar..... Chicago..... lv	11 35PM	10 15AM
.....	.....	.....	C. M. & St. P. Ry.	.....	.....
No. 6	No. 4	569	lv..... Omaha..... ar	No. 3	No. 11
5 45PM	7 55AM	572	lv..... Council Bluffs..... lv	3 10PM	11 15PM
6 10	8 20	572	..... Neola..... lv	2 45	10 50
6 47	8 50	593	..... Manilla..... lv	2 07	10 10
8 15	9 59	633	..... Herndon..... lv	12 57PM	9 02
9 36PM	11 30AM	683	..... Marion..... lv	11 05AM	7 37
2 10AM	4 15PM	832	..... Delmar Junction..... lv	6 00	3 25
3 57	5 40	886	..... Green Island..... lv	3 57	1 58
4 24	6 10	907	..... Savanna..... lv	3 14	.....
5 00	6 40	922	..... Davis Junction..... lv	2 45	1 00PM
6 35	8 00	980	..... Elgin..... lv	12 51AM	11 40AM
7 35	8 55	1023	..... Chicago..... lv	11 25PM	10 42
8 35AM	9 55PM	1060	ar..... Chicago..... ar	10 25PM	9 45AM

* No. 102 From Julesburg to Omaha.

The Union Pacific—Continued.

Read down **Denver to Kansas City and Chicago.** Read up

2		4		M	Corrected to April 1, 1904.		3		1		
Exp.	Daily	Exp.	Daily		STATIONS.		Exp.	Daily	Exp.	Daily	
1 30PM	8 00PM	0	lv	.....	Denver	ar	6 30AM	11 35AM	.....	.....
4 00	10 47	89	.....	.....	Limon	.....	3 58	9 05	.....	.....
4 23	11 14PM	105	.....	.....	Hugo	.....	3 28	8 35	.....	.....
5 31	12 37AM	152	.....	.....	Kit Carson	.....	2 03	7 10	.....	.....
6 15	1 20	177	ar	}	Cheyenne Wells	{	lv	1 20	6 30
7 35	2 30	177	lv				ar	2 15	7 10
8 25	3 15	210	.....	.....	Sharon Springs	.....	12 50AM	6 00	.....	.....
9 13	4 16	241	.....	.....	Winona	.....	11 55PM	5 05	.....	.....
9 50	4 55	262	.....	.....	Oakley	.....	11 15	4 20	.....	.....
10 30	5 27	283	.....	.....	Grainfield	.....	10 30	3 42	.....	.....
11 25	6 20	317	.....	.....	Wakeeney	.....	9 25	2 48	.....	.....
11 55PM	6 50	337	.....	.....	Ellis	.....	8 50	2 20	.....	.....
12 20AM	7 20	350	.....	.....	Hays	.....	8 15	1 50	.....	.....
1 05	8 10	377	.....	.....	Russell	.....	7 20	1 05	.....	.....
1 43	8 54	400	.....	.....	Wilson	.....	6 30	12 25AM	.....	.....
2 10	9 25	416	.....	.....	Ellsworth	.....	5 55	11 59PM	.....	.....
3 15	10 40	454	.....	.....	Salina	.....	4 40	10 55	.....	.....
3 40	11 05	468	.....	.....	Solomon	.....	4 05	10 33	.....	.....
4 00	11 23AM	476	.....	.....	Abilene	.....	3 48	10 18	.....	.....
4 50	12 15PM	500	.....	.....	Junction City	.....	3 05	9 45	.....	.....
.....	12 23	504	.....	.....	Fort Riley	.....	2 50	.....	.....	.....
5 22	12 57	521	.....	.....	Manhattan	.....	2 22	9 08	.....	.....
5 43	1 30	535	.....	.....	Wamego	.....	1 57	8 45	.....	.....
6 04	1 57	548	.....	.....	St. Mary	.....	1 34	.....	.....	.....
6 50	2 50	572	.....	.....	Topeka	.....	12 50	7 45PM	.....	.....
.....	3 20	588	.....	.....	Perry	.....	12 20PM	.....	.....	.....
7 40AM	3 45PM	600	ar	.....	Lawrence	lv	10 59AM	7 03PM	.....	.....
.....	3 55PM	.....	lv	.....	Lawrence	ar	11 45	6 50	.....	.....
.....	4 35	.....	ar	.....	Leavenworth	lv	10 00AM	4 10PM	.....	.....
7 40AM	3 45PM	.....	lv	.....	Lawrence	ar	11 59	7 03	.....	.....
8 50AM	5 00PM	622	ar	.....	Bonner Springs	.....	11 23	.....	.....	.....
.....	.....	639	ar	.....	Kansas City	lv	10 50AM	6 00PM	.....	.....
7 55AM	8 55AM	.....	ar	.....	Chicago—C. M. & St. P.	lv	6 00PM	10 25PM	.....	.....
7 15AM	8 55AM	.....	ar	.....	Chicago—C. & A.	lv	6 00PM	11 40PM	.....	.....
8 00PM	7 44AM	.....	ar	.....	St. Louis—C. & A.	lv	10 00PM	.....	.....	.....

†Daily except Sunday.

Read down **Denver to Salt Lake City, San Francisco and Los Angeles.** Read up

5		3		1		M	6		4		2	
		Limit'd		Limit'd			Fs Mail		Atl Ex.		Ov Lim	
.....	7 00AM	6 00PM	0	lv	.....	Denver	ar	10 50AM	8 15PM	10 50AM	.....	.....
.....	8 10	7 35	46	.....	.....	La Salle	.....	9 07	4 42	9 07	.....	.....
.....	8 25	7 55	52	.....	.....	Greeley	.....	8 50	4 30	8 50	.....	.....
10 55AM	10 30AM	10 30PM	107	ar	.....	Cheyenne	lv	6 55AM	2 50	6 55	.....	.....
1 30PM	1 15PM	1 30AM	163	.....	.....	Laramie	.....	10 50PM	12 15PM	4 40	.....	.....
3 44	3 03	.....	236	.....	.....	Medicine Bow	.....	8 46	10 14AM	.....	.....	.....
4 30	3 45	.....	256	.....	.....	Hanna	.....	8 04	9 32	.....	.....	.....
6 20	5 25	5 10	300	.....	.....	Rawlins	.....	6 25	8 05	12 55AM	.....	.....
10 30	8 52	8 35	420	.....	.....	Rock Springs	.....	2 35	8 42	9 12PM	.....	.....
11 05PM	9 25	9 10	435	.....	.....	Green River	lv	2 00PM	3 10	8 45	.....	.....
12 05AM	10 30PM	10 00	466	.....	.....	Granger	.....	12 40PM	2 00	7 45	.....	.....
.....	12 10AM	.....	519	.....	.....	Spring Valley	.....	11 10AM	12 10AM	.....	.....	.....
.....	2 14	1 20PM	572	.....	.....	Echo	.....	8 54AM	9 14PM	4 16	.....	.....
.....	3 30AM	2 30PM	621	ar	.....	Ogden	lv	7 10AM	7 10PM	2 40PM	.....	.....
.....	7 30AM	3 05PM	621	lv	.....	Ogden	.....	7 00AM	6 55	2 00PM	.....	.....
.....	8 30AM	4 05PM	658	ar	.....	Salt Lake City	lv	6 00AM	5 45PM	1 10PM	.....	.....
.....	8 00AM	2 15PM	621	lv	.....	S. P. Co.—Ogden	ar	5 30AM	5 30PM	1 05PM	.....	.....
.....	7 40AM	2 55PM	1365	ar	.....	Sacramento	lv	10 10PM	1 10PM	1 05PM	.....	.....
.....	11 25AM	6 25PM	1455	ar	.....	San Francisco	lv	6 00PM	9 00AM	10 00AM	.....	.....
.....	6 45AM	8 55AM	1810	ar	.....	Los Angeles	lv	11 30PM	1 10PM	5 00PM	.....	.....

Schedules Subject to Change Without Notice.

MINING LAWS OF COLORADO.

The mining laws in force in Colorado and applicable to public lands of the United States therein, are found partly in acts of congress, partly in the constitution and statutes of Colorado and partly in the local rules and customs of miners. The general land office has also established rules which in practice should be complied with. Whenever the acts of congress speak, they control; where they are silent, the state legislation or the local rules control, provided they in nowise conflict with the Federal law.

MINERAL LANDS.

Public lands valuable for minerals are reserved from sale under homestead, pre-emption or timber culture acts or otherwise than as mineral lands under provisions of United States laws.

All valuable mineral deposits therein are open to exploration and purchase, and the lands containing same to occupation, and purchase by American citizens, or those having duly declared their intention to become such under regulations prescribed by law and according to local customs and rules of miners applicable thereto and not inconsistent with United States laws.

DIMENSIONS AND DISCOVERY.

Mining claims on veins or lodes located after May 10, 1872, shall not exceed 1,500 feet in length along the vein, nor, in width, 300 feet on each side of middle of vein at surface. No mining regulations shall limit any claim to less than 25 feet on each side of middle of vein at surface, except where adverse rights existing May 10, 1872, render such limitation necessary. Discovery of vein must be made within limits of claim before location. End lines shall be parallel.

STAKING AND RECORDING.

The location must be distinctly marked on the ground so that its boundaries may be readily traced.

The record of claim (location certificate) shall contain name of locator or locators, date of location and such description by reference to natural object or permanent monument as will identify claim.

CROSS VEINS.

Where two or more veins cross or intersect priority of title shall govern. The prior location is entitled to all ore or mineral within space of intersection for convenient working of mine. Where two or more veins unite, prior location takes vein below point of union, including all space of intersection.

TUNNELS.

Owner of tunnel driven to develop vein or for discovery of mines is entitled to all veins discovered therein 3,000 feet from its surface on the line of said tunnel and not previously known to exist, to same extent as if discovered from surface. Locations of veins not appearing on surface, made on line of tunnel by other parties after its commencement and while it is being prosecuted with reasonable diligence are invalid. Failure to prosecute work on such

tunnel for six months is considered abandonment of all undiscovered veins on its line. Veins located on tunnel site can be located same as lode claim on surface, viz: 1,500 feet in length and taken on either side of center of tunnel.

ASSESSMENT WORK.

On claims located before May 10, 1872, \$10 worth of labor or improvements shall be expended annually, until patented, for each 100 feet in length. On claims located since May 10, 1872, \$100 worth of labor or improvement shall be expended during each (calendar) year. Period within which annual expenditure is required begins first day of January after location of claim.

When claims are held in common, expenditure may be made upon any claim.

Work done in tunnel for development of lode shall be considered as expended on lode.

Failure to do such assessment work is deemed abandonment, and throws claim open to location by others, provided owners have not resumed work before such new location. Co-owners failing to contribute proportion of expenditures forfeit interest in claim to co-owner doing work, on latter giving personal written notice, or notice of 90 days' publication in newspaper published nearest claim.

PLACER CLAIMS.

Claims usually called "placers," including all forms of deposit except veins of quartz or other rock in place, are open to entry and patent as placers, under similar conditions and proceedings as for lode claims.

PLACER CONTAINING VEIN OR LODGE.

Where placer includes lode, and applicant is in possession of both, application for patent shall so state, patent then issues for both placer and lode; lode and 25 feet of surface on each side shall be paid for at the rate of \$5 per acre; remainder of placer, and also any placer not containing lode, at rate of \$2.50 per acre. When existence of placer within boundaries of placer is known, failure to include it in patent application is considered a declaration that the applicant has no right to it. Where existence of lode is not known, patent to placer conveys all mineral within boundaries.

SIZES OF PLACER CLAIMS.

Subdivisions may be subdivided into 10-acre tracts and contiguous claims of any size, even though smaller than 10 acres, may be entered jointly. But no person or association shall enter more than 160 acres, nor more than 20 acres for each individual claimant.

LAND OFFICE PROCEEDINGS.

Application for patent under oath, stating compliance with law, is to be filed in proper land office accompanied by plat and field notes of claim made under direction of U. S. surveyor, showing accurately boundaries of claim (or claims in common) applied for, which boundaries shall be distinctly marked by monuments on the ground. Copy of plat and notice of application are to be posted in conspicuous place on claim before filing application, and

MINING LAWS OF COLORADO—Continued.

affidavit of two persons that notice has been duly posted is to be filed in land office with copy of such notice. The register of the land office thereupon posts in his office notice of application and publishes it for 60 days in a newspaper designated by him, published nearest the claim. The claimant, before or during the period of publication, files certificate of United States surveyor general that \$500 of labor has been expended or improvements made on claim by claimant or his grantors, and that the plat and description of claim are correct. Claimant's own affidavit that plat and notice remained posted on claim during period of publication is then filed at expiration of period of publication and, if no adverse claim has been filed during the 60 days from first publication, it is assumed that applicant is entitled to patent upon payment of \$5 for each acre or fractional part thereof.

NOTE.—A filing fee of \$10 in cash with publisher's agreement and proof of citizenship should accompany each application. Several claims of the same applicant may be included in the same application. Certified copy of location certificate and abstract of title, bringing title down to and including date of application should also be filed in the land office before expiration of period of publication.

Where an adverse claim is filed during period of publication, upon oath of person making same, showing nature, boundaries and extent of claim, all patent proceedings, except publication and proof thereof, by affidavit, shall be stayed until controversy shall have been decided by the proper court or the adverse claim waived. Adverse claimant must within 30 days after filing his adverse claim, begin suit in competent court (in Colorado District Court, or, in special cases, the Federal Court) to determine right of possession, and prosecute suit with reasonable diligence.

Failure in either respect is a waiver of the adverse. After judgment, party entitled to possession may file certified copy of judgment in land office, with certificate of surveyor general that requisite expenditure has been made and pay \$5 per acre for the claim or portion thereof awarded him by said judgment, and proper fees. The papers are then certified to general land office for patent to issue. If judgment is that several parties are entitled to distinct portions, patents shall issue to them according to their respective rights.

RECEIVER'S RECEIPT—ENTRY.

The land office rules provide for the issue of a receiver's receipt to the applicant when on expiration of the 60 days' period of publication no adverse has been filed or the adverse, if filed, has been waived by the adverse claimant, or decided against by a competent court. This receipt is delivered against payment for the premises claimed at the rate of \$5 for each acre or fraction thereof, and the filing of sworn statements of due publication and posting throughout statutory period (60 days) of notice of application, and also of charges, fees and moneys paid for publication and surveys and to register and receiver. The claim is then said to be "entered" for patent;

and the papers are forwarded to Washington for examination, approval and issue of patent.

PATENT.

The patent is a deed from the United States of the piece of land to which applicant has established possessory title. It includes all minerals therein subject to certain exceptions, e. g., dip underneath the patented claim or a vein apexing in adjacent claim and discovered prior to entry for patent; known lode in patented placer claim; cross veins, etc. The patent is issued in the name of applicant, but carries title to the person to whom he may have made conveyance prior to issuance. The patent is conclusive when valid on its face and issued in accordance with law. Conditions or exceptions not authorized by law cannot be inserted by the land office in the patent.

The local Legislature (e. g., that of Colorado) may provide rules for working mines involving easements, drainage, etc., and these conditions shall be fully expressed in the patents.

Any lien which attached to mining claim prior to patent is not impaired.

CONDENSED COLORADO GAME AND FISH LAWS, 1903.

Deer with horns may be killed September 15 to September 30.

Prairie Chickens, Sage Chickens and Grouse, September 1 to October 20.

Wild Duck, Geese, Snipe, Curlew, Brant, Swan, Crane and Water Fowl, September 10 to April 15, excepting in altitudes over 7,000 feet, where it is September 15 to May 1.

Wild Pigeons and Doves, August 1 to August 31.

Trout June 1 to October 31.

No open season on Bison, Elk, Antelope, Mountain Sheep, Wild Turkeys, Quail, Partridge, Mongolian Pheasant, Ptarmigan or Beaver.

Limit to each person—One deer in a season, birds 25 a day and '50 in possession at any one time, trout 20 lbs.; other fish $\frac{1}{2}$ lbs. a day; not more than 25 lbs. of trout in possession at any one time.

Shooting at game from public highways prohibited.

Coursing game with dogs prohibited.

Food for wild fowl must not be placed within 100 yards of shore or blind, trapping or taking by any other method other than gun, line or hook prohibited.

Public have right to fish on streams stocked at public expense.

License, resident for state, \$1.00.

License, non-resident, state, \$25.00.

License, non-resident, birds \$2.00 first day, and \$1.00 each subsequent day.

No license required for fishing or person hunting on his own premises, not used for shooting or club purposes.

Penalties from \$1 to \$1,000 or imprisonment 10 days to 2 years or both fine and imprisonment.

Attempted violation punishable same as actual violation.

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Creek District Railroads



J. J. GRIER, Proprietor

A FEW OF COLORADO'S HIGHEST PEAKS AND THEIR RELATIVE ALTITUDES.

MOUNTAIN PEAKS AND PASSES OF COLORADO AND THEIR ELEVATIONS ABOVE SEA LEVEL.

NAME	FEET.
Mt. Massive	14,424
Mt. Elbert	14,421
Gray's Peak	14,411
Sierra Blanco	14,400
Mt. Harvard	14,375
La Plata Mt.	14,342
Mt. Rosalie	14,340
Torrey's Peak	14,336
Mt. Evans	14,330
Mt. Sopris	14,300
Mt. Lincoln	14,297
Uncompahgre Peak	14,289
Mt. Wilson	14,280
Long's Peak	14,271
Quandry	14,266
Castle Peak	14,259
Mt. Antero	14,245
Mt. Sneffles	14,240
Mt. Shavano	14,239
Creston Peak	14,233
Mt. Princeton	14,190
Mt. Yale	14,187
Mt. Bross	14,184
Mt. Holy Cross	14,176
Old Baldy	14,176
Pike's Peak	14,147
Goat's Peak	14,132
Democrat Mt	14,125
San Luis Peak	14,100
Red Cloud Peak	14,092
San Miguel Mt	14,075
Wetterhorn	14,069
Culebra Peak	14,069
Simpson Peak	14,065
R. G. Pyramid	14,055
Mt. Aeolus	14,054
Needle Mt	14,051
Humboldt Peak	14,041
Stewart Peak	14,032
Handles' Peak	14,008
Mt. Sherman	14,008

NAME	FEET.
Maroon Peak	14,003
Cameron Mt	14,000
Mt. Ouray	13,956
Silver Heels	13,856
Mt. Arkansas	13,807
East Spanish Peak	13,708
West Spanish Peak	13,523
Homestake Peak	13,227

ELEVATION OF PASSES.

NAME.	FEET.
Alpine	13,550
Argentine	13,100
Cochetopa	10,032
Hayden	10,780
Trout Creek	9,346
Berthoud	11,349
Marshall	10,822
Veta	9,892
Poncha	9,945
Tennessee	10,418
Tarryall	12,170
Breckenridge	9,490
Cottonwood	13,500
Fremont	11,540
Mosquito	13,700
Ute	11,800
Hagerman	11,500
Hoosier	10,360

ELEVATION OF LAKES.

NAME.	FEET.
Twin Lakes	9,847
Grand Lakes	8,153
Green Lakes	10,900
Lower Chicago Lake	11,800
Middle Chicago Lake	11,900
Upper Chicago Lake	12,000
Evergreen Lakes	10,500
Seven Lakes	11,808
Palmer Lake	7,249
Cottonwood Lake	7,790
Trout Lake	9,803
Loch Ivanhoe	10,204

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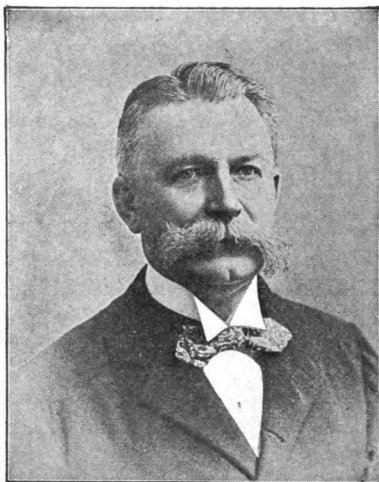
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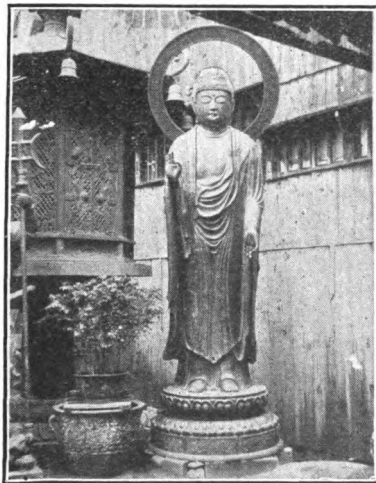
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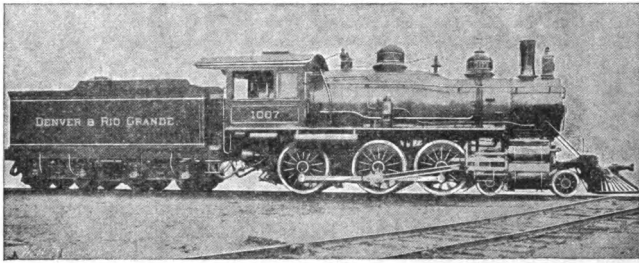
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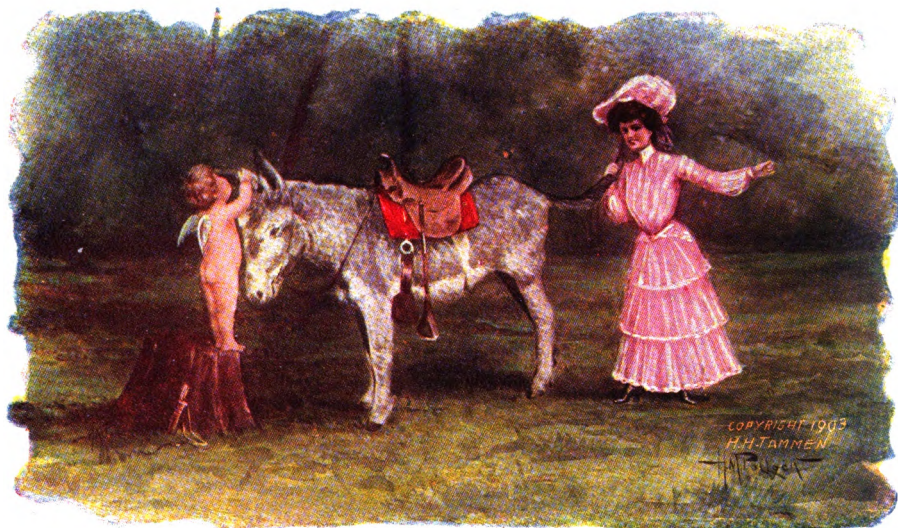
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