

# Scenic Beauties of the ROCKIES

1904



GEORGETOWN.

COLORADO

**T**HE MINING of the precious metals has been reduced to a system in the Georgetown district, and we still lay claim to being among the richest gold and silver camps in the world. Our advancement during the past three years has been most remarkable, all things considered. The milling of the ores has at last been taken seriously, and now large revenues are being realized from the concentration of the low and medium grade product which was formerly thrown over the dumps as waste rock. Four years ago only one mill was to be found in our midst, since which time fourteen additional plants have been constructed. The names and capacity of each follow: Terrible, 50 tons; Stevens, 125 tons; Mendota, 25 tons; Jewell, 50 tons; Scotia, 60 tons; Pelican, 250 tons; Diamond Nashotah, 150 tons; Vidler, 75 tons; Wilcox, 125 tons; Santiago, 75 tons; Kelly, 50 tons; Griffith, 50 tons; Anglo-Saxon, 100 tons; American Sisters, 50 tons; Empire, 50 tons. Others that are now in the course of construction, to be constructed during the present year, are the Ramsdell, 75 tons; Capital Prize, 200 tons; Linn Consolidated, 50 tons; Lebanon, 50 tons; Red Oak, 50 tons. There are hundreds of properties that could be placed on a paying basis providing modern concentrating plants were erected.

Georgetown is the home of some of the most stupendous mining enterprises to be found in Colorado. The many big tunnels being driven into our mountains are tapping an army of rich veins which will add millions to the wealth of the world. East and West Argentine districts, for years deemed inaccessible, are now undergoing development on a most extensive scale. The Vidler tunnel is destined to furnish an outlet for eastern and western travel, and within another twelve months the bore will have been driven through Argentine Pass. Other enterprises of a similar nature in that locality are the Sidney, St. Paul, Dewey, Wilcox, Tobin, Domino, Leavenworth and Bi-Metallic tunnels, all traversing a mineral zone of undisputed richness.

In the heart of this wonderfully rich camp, with a combined production record exceeding \$80,000,000, we have the Kelly, Doric, Prudential, Lebanon, Capital Prize, Burleigh, and many other tunnel propositions, all of which have and are doing a world of good in proving up the richness of the district, and demonstrating that the ore shoots will be found at enormous depth.

During the past three years more machinery has been purchased by the operators of mines in upper Clear Creek county, than in any other section of the state. Large and powerful plants have been installed and the development that is to follow insures a tremendous production in the years that are to follow.

We invite the co-operation of the investing public in making Georgetown the greatest mining camp on earth. A visit to this locality will convince the most skeptical that our hills abound in nature's richness and that the section is only in its infancy as regards point of production.

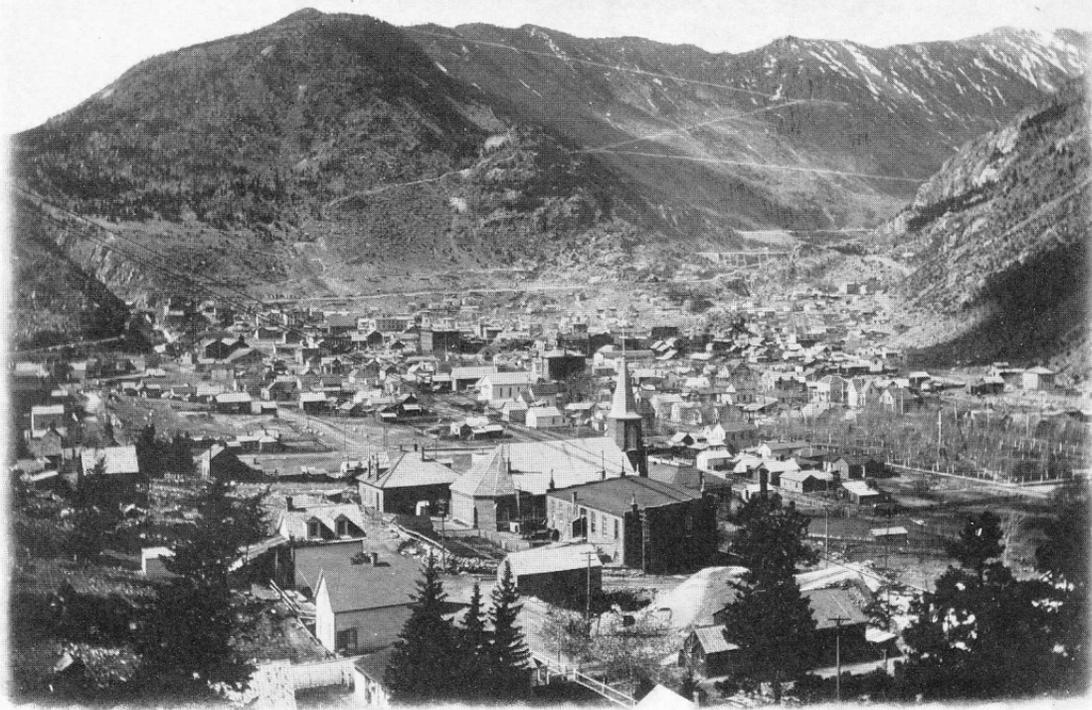


SUCH, in brief, is a description of the journey from Denver, the chief city of Colorado, over the Clear Creek branch of the Colorado & Southern Railway to Georgetown, the "Silver Queen of the Rockies," and the scene of the earliest discoveries of silver in Colorado. The trip is replete with many beautiful and awe-inspiring views of towering peaks, gloomy canons and gently sloping valleys. Clear creek, at times a foaming torrent plunging over huge masses of rock that in ages past have fallen from the precipitous cliffs above, again a placid stream flowing between green clad banks, has cleft a passage through the great mountains of the main range and furnished an opening into the heart of the hills "rock-ribbed and ancient as the sun," down which millions upon millions of dollars' worth of precious metals have found their way into the channels of commerce from a region whose great stores of wealth have been, as yet, hardly more than scratched.

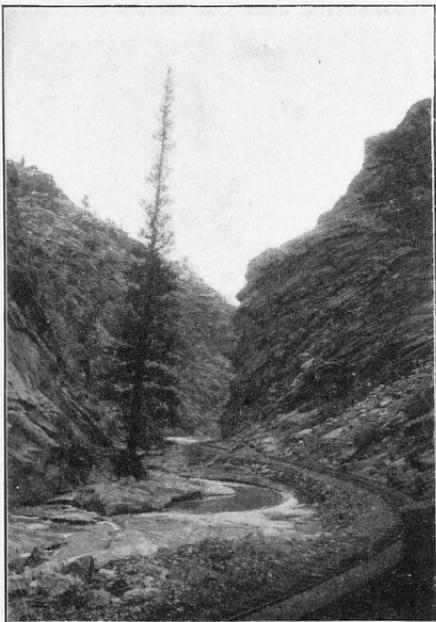


*INSPIRATION  
POINT*

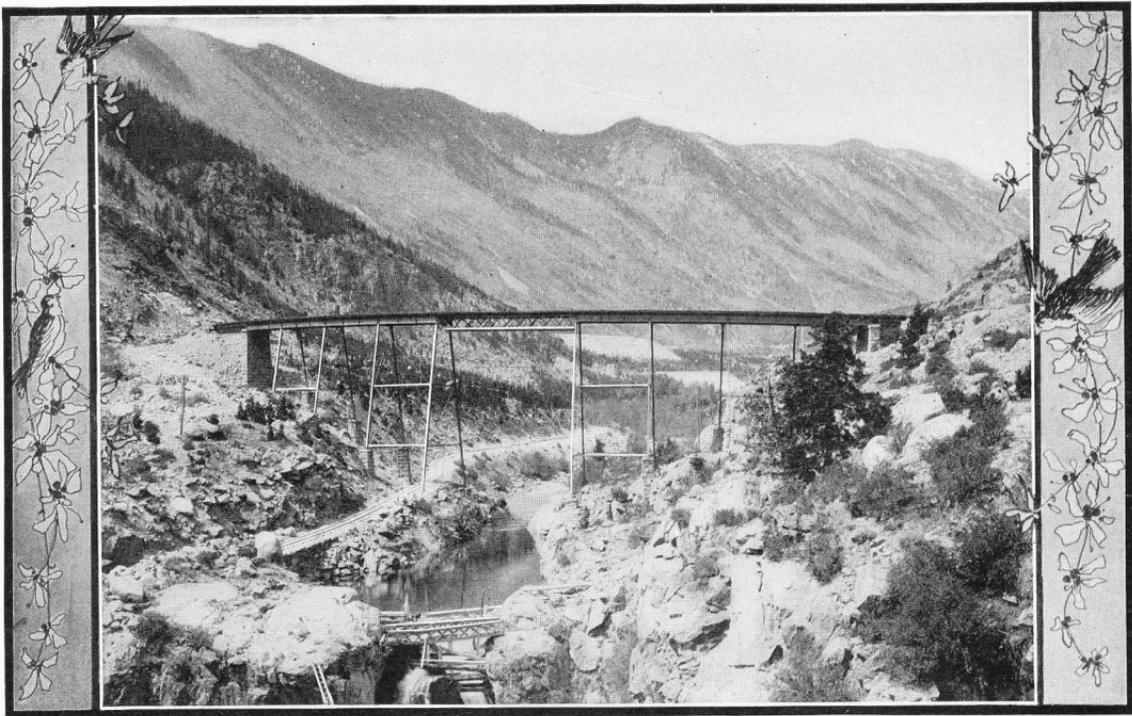
AT TIMES the train winds along a narrow bed cleft from the living granite, where mighty canon walls shut out the cheerful sunshine forever. Again it traverses peaceful valleys, past mountain homes and ranches, now stopping at prosperous mining towns, the substantial character of whose building furnishes a guarantee of the illimitable resources of the district, until, fifty miles from Denver, Georgetown, nestling in a beautiful valley, seemingly at the very terminus of travel, is reached.



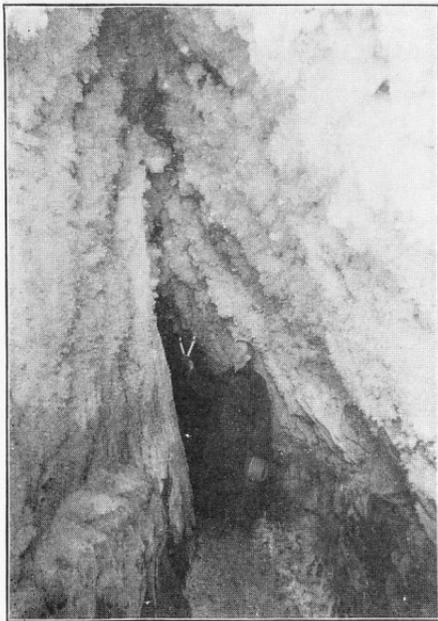
Georgetown, Colo. (Looking South).



THE famous Loop of the Colorado & Southern Railroad, one-half mile above Georgetown, on the way to Silver Plume. One of the most remarkable achievements in railroad engineering in the world. Thousands of tourists visit it annually.



High Bridge Near Georgetown.



THE trip that excels all others, and what is probably the greatest one-day scenic trip in the world, is that over the Georgetown Loop and the New Argentine Central Railway, or Gray's Peak Route, as the latter is better known. The beauties of the world-famous Loop, with its great high bridge and big fill are too well known to need repetition. The Gray's Peak Line, completed in 1906, is the highest regular railway in the world, and is 340 feet higher than the famous Jungfrau Railway of Switzerland. It starts at Silver Plume, and the present terminus is on the summit of Mt. McClellan at an altitude of more than 14,000 feet. The line will be extended to Gray's Peak, a mile and a half distant, early this summer. Gray's Peak is 14,441 feet high, only two other peaks in Colorado boasting so great an altitude, while Pike's and many other famous ones can only touch shoulders with it. To make the dizzy ascent the railroad is laid in a series of switchbacks, and the trains literally climb a flight of stairs in reaching the summit, where a panorama of matchless grandeur is spread before the unobstructed vision. Here a sheer precipice falls away to a depth of more than half a mile. In every direction are towering peaks of fame, including Long's, Evans', Pike's, Torrey's, and the Mt. of the Holy Cross—in all 106 ponderous giants, but none so kingly as Gray's, just beside you. One-sixth of the entire state of Colorado is visible, as are also the mountains of Wyoming—probably the greatest sweep of vision anywhere obtainable.

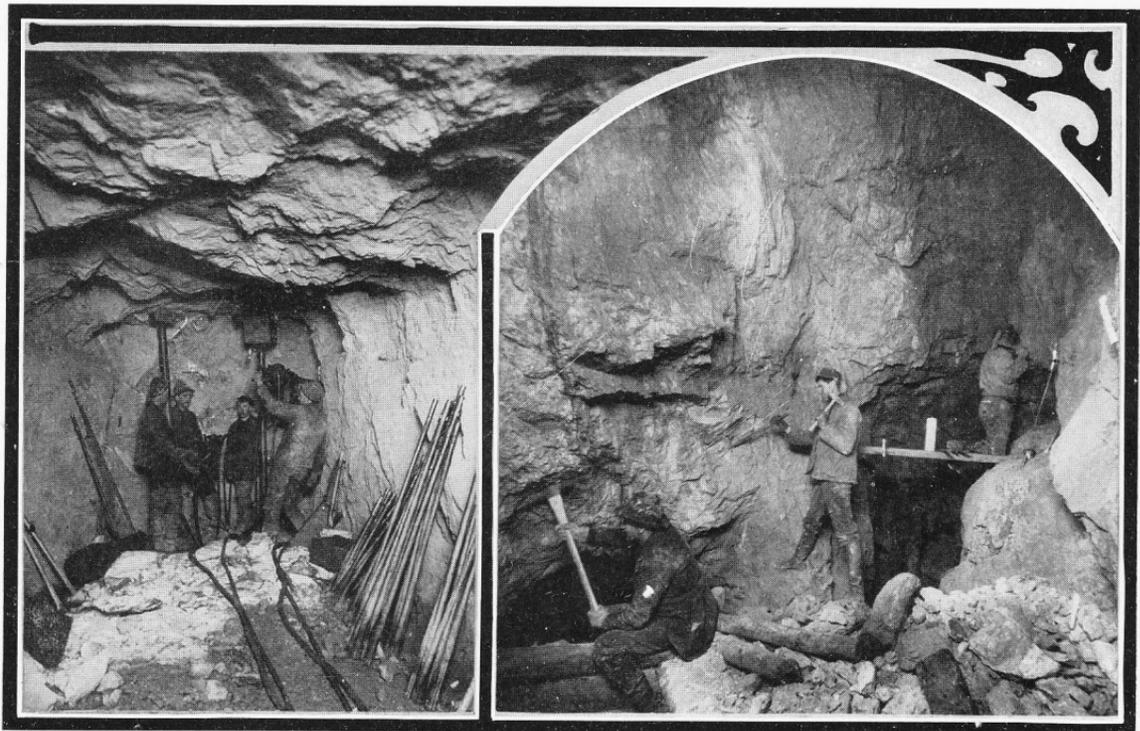
Here, too, are the wonderful subterranean Ice Palaces, diamond walled and ceiled, where the Frost King reigns supreme throughout the year. The walls and ceilings are a blending brilliancy of scintillating light, frieze and fresco, and delicate crystals of elfin tracery and lace—a forest of fragile tendrils, in places so delicate they can be blown down with the breath.

All along this route nature has strewn her rarest gifts in lavish profusion. No other place in all the Rockies abounds with such unusual attractions. Trains leave Georgetown late in the forenoon and return before supper time. The pleasures of this trip as mentioned can only be outdone by one remaining on the summit to see the sunrise on Gray's Peak, than which nothing in mountain scenes is more sublime.



Argentine Road—Train on Summit

GEORGETOWN, now a substantial little city of some two thousand inhabitants, is located in the center of a district abounding in mines of great and proven value; its streets are well kept and commodious; its business houses and dwellings of substantial and artistic construction. The steady output of ore assures the permanency of the city, and the great number of mineral lodes throughout the district, lacking only development to add their quota of precious minerals, furnish a further guarantee of the future greatness of Georgetown. Mining is the essential industry; mining, with all its fascinations; its chances for sudden wealth; its ups and downs; the wild, free life of the prospector; the constant hope of a bonanza just a little farther into the gloomy drift; do you wonder that a locality offering the realization of all these possibilities should be a Mecca for the venturesome, enterprising spirits of every land?



Mining by Hand and by Machine.



Coggs Hall

Gray's Peak.

Torrey's Peak.

The Crest of



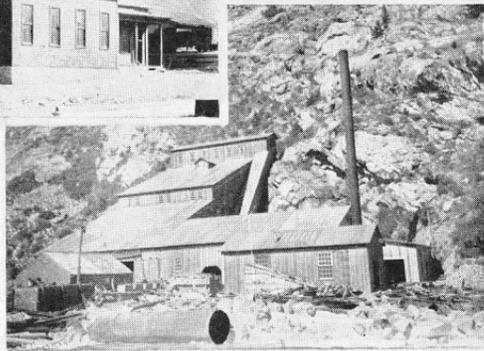
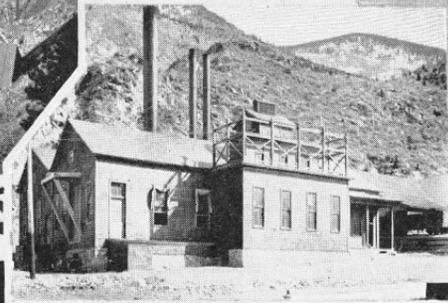
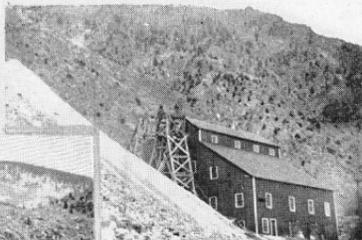
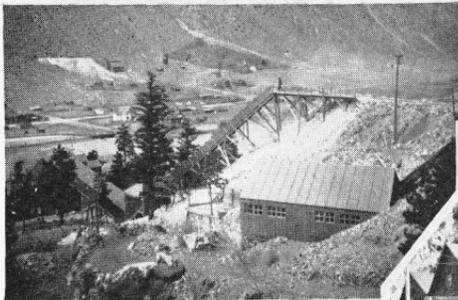
Continent.

August 22nd, 1904.

ALTHOUGH blessed with an equable, moderate climate, at all seasons of the year, the summer months are especially fine in this part of the Rockies, and many tourists avail themselves of the grateful relief afforded from the heat of the valleys. To take care of this influx Georgetown is well equipped with first-class hotels, where creature comforts and luxuries are obtainable for reasonable prices. The Hotel De Paris, Barton House, Hotel Elliot, Dewey and Ennis Houses are all recommended for patronage, the prices varying with the character of accommodation provided.



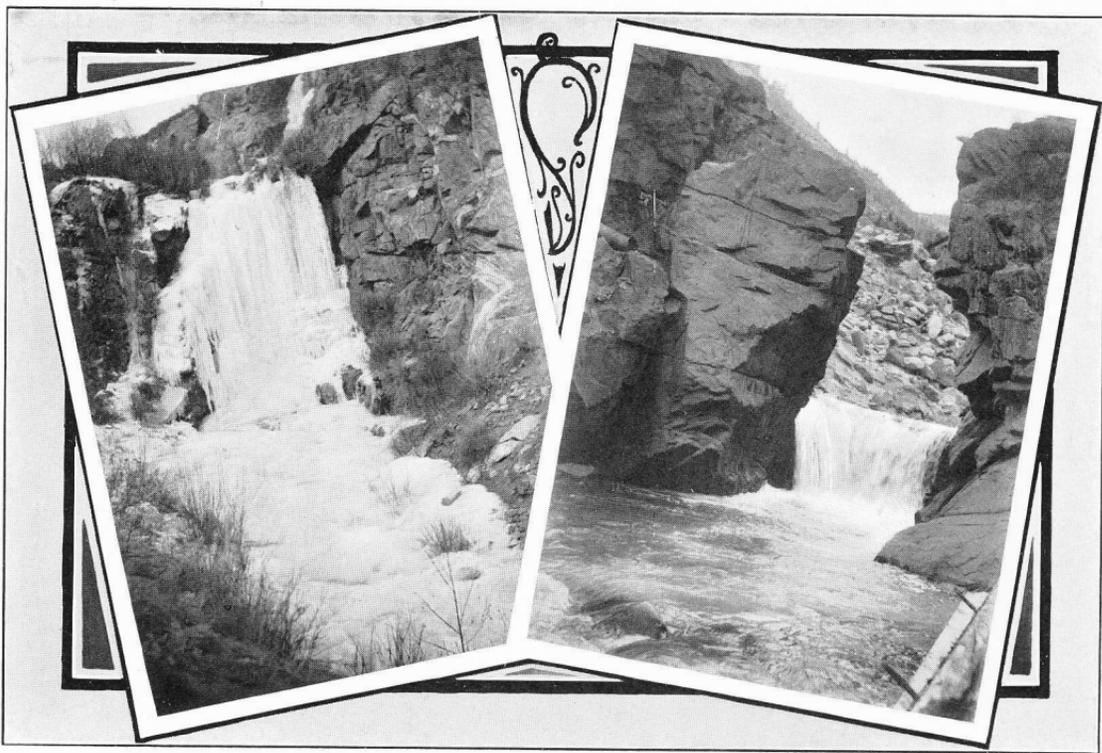
**S**YSTEMATIC, scientific development has resulted in disclosing great ore bodies at depths undreamed of by the discoverers of the district. Lower rates for smelting and transportation and the adoption of modern machinery for mining has rendered valuable great deposits of ore that until recently were passed by as worthless.



**S**ILVER PLUME is the terminus of the railroad, which, after leaving Georgetown, winds its way over the world-famous loop, requiring four miles of climbing to accomplish a distance that is covered by a splendid wagon road between the two towns in less than two. A favorite side trip is to board the train at Georgetown, ride over the loop to Silver Plume and then walk back down the wagon road, where the devious windings of the track can be seen at leisure and a splendid appetite created for the excellent meal awaiting you in Georgetown.



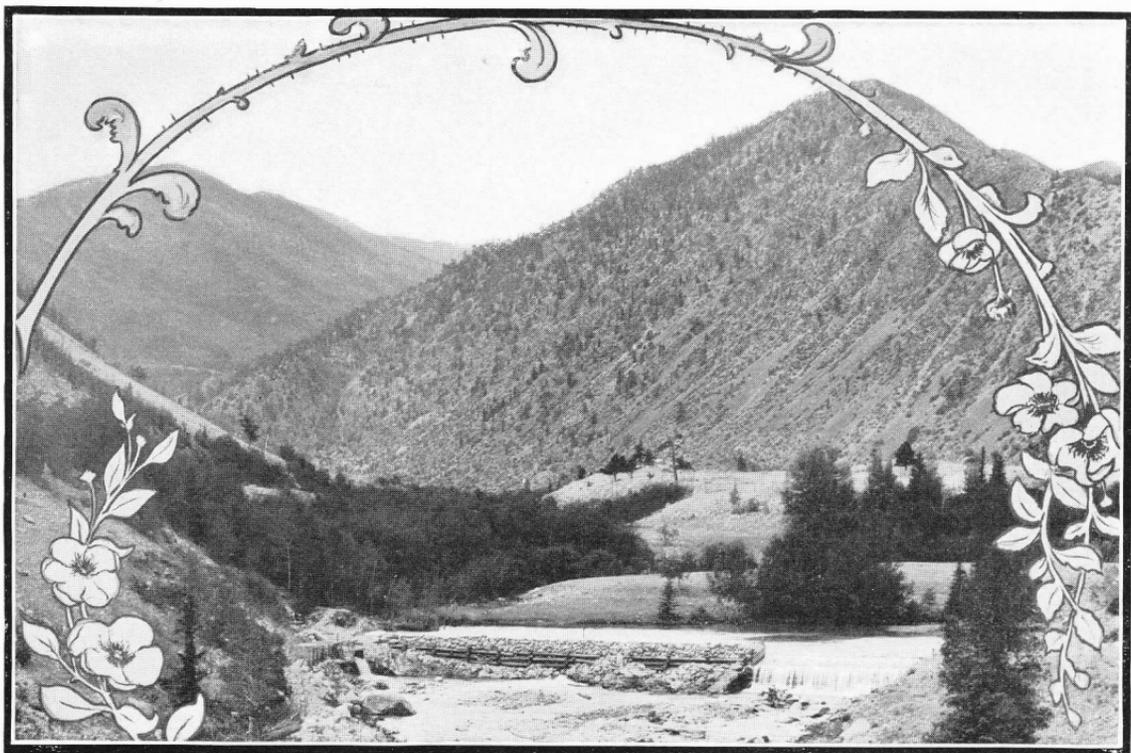
The Georgetown Loop.



Coggs Hall

Bridal Veil.

Devil's Gate.



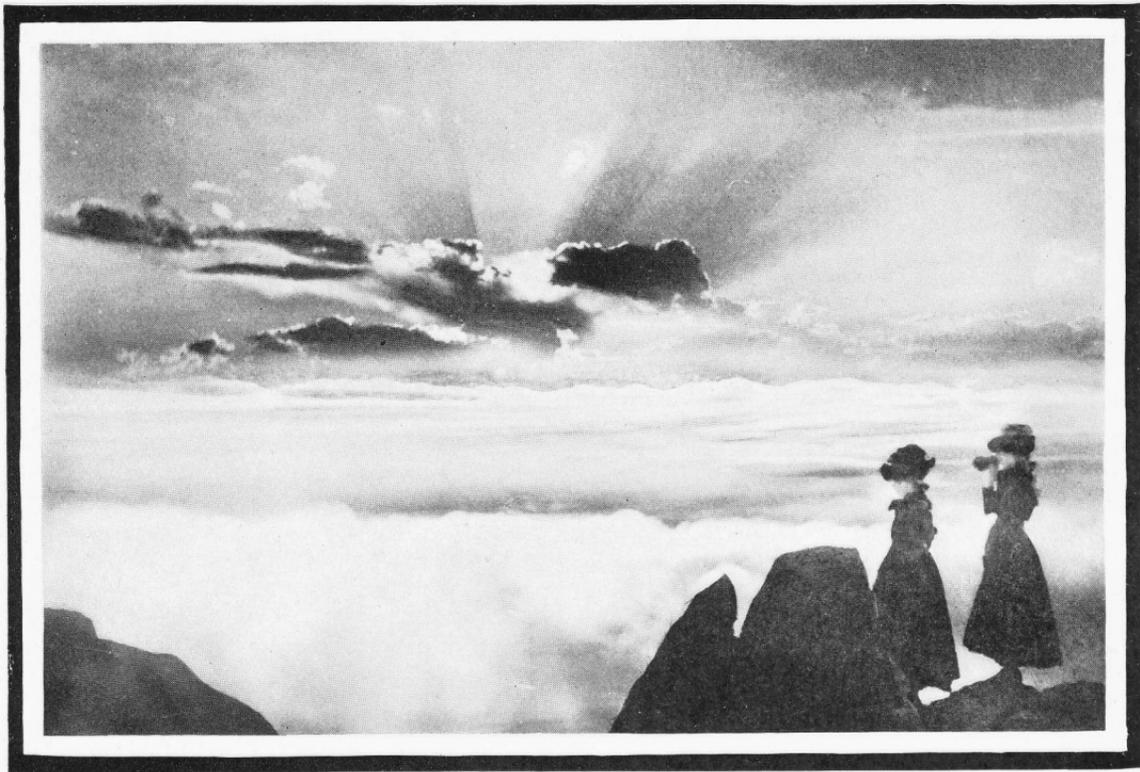
View Near Georgetown



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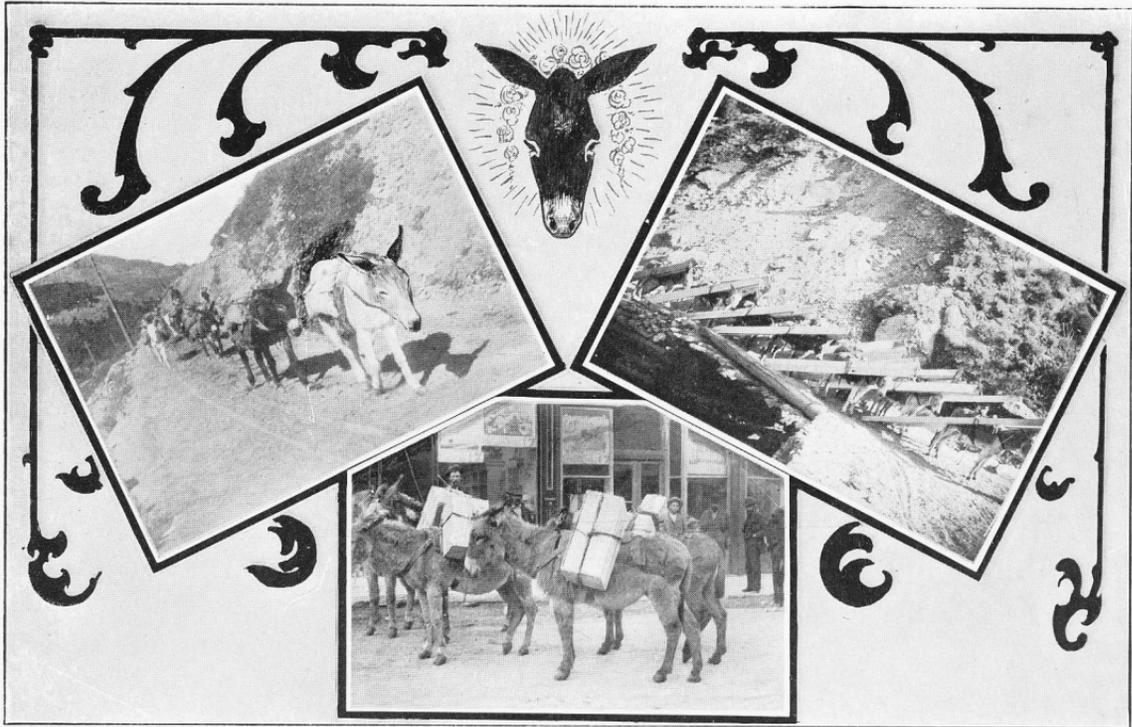
The Mountain Storm.

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Sunrise on Gray's Peak.





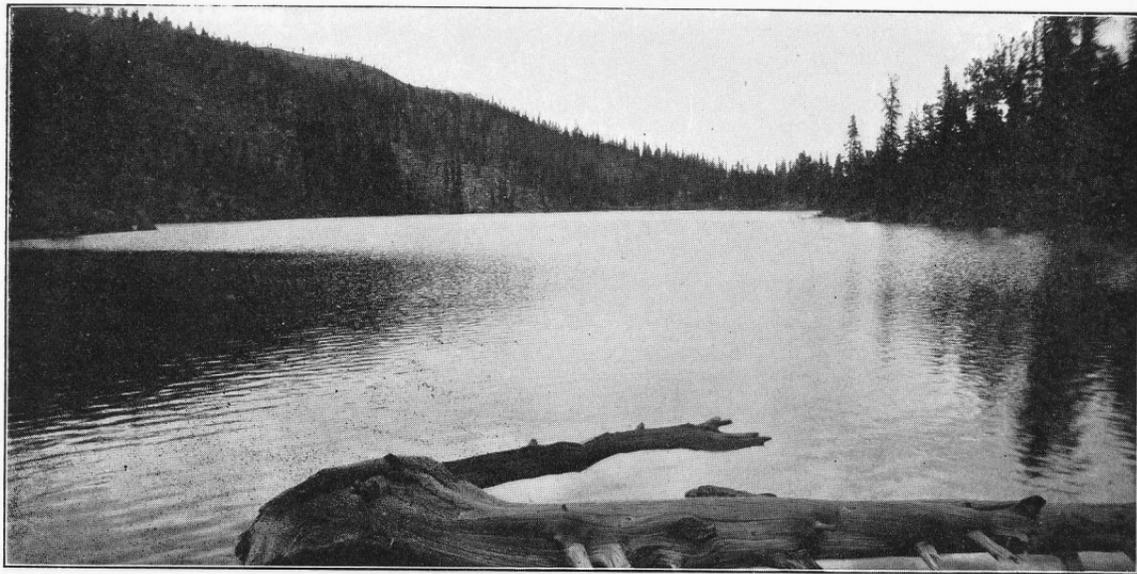
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Clear Lake.



Coggs Hall

Silver Dale.



Green Lake.