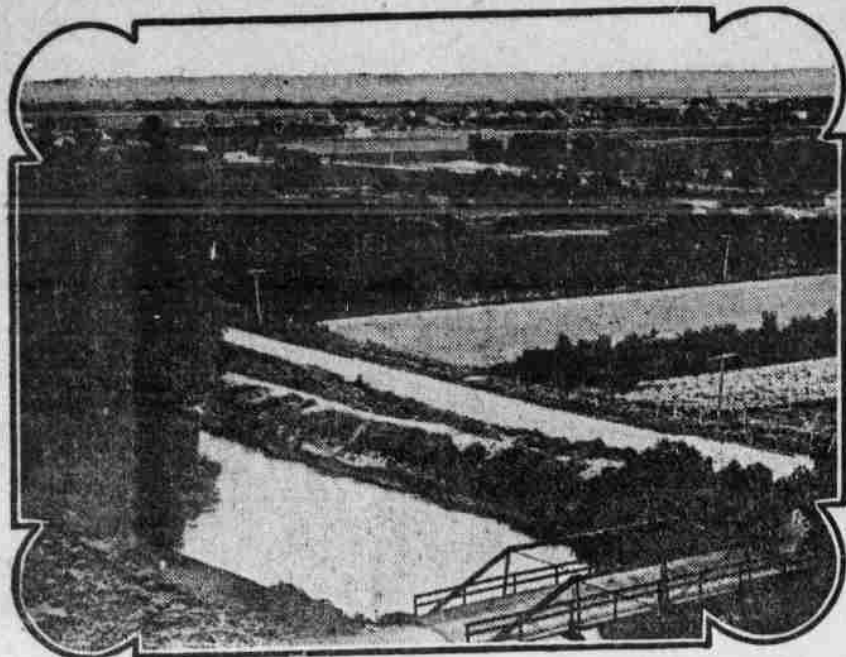


"SEE AMERICA FIRST" SPIRIT



New Santa Fe Trail Along the Fort Lyon Irrigating Canal in the Arkansas Valley, Colorado.

The "See America First" spirit is taking a new grip on the western states, according to information received from that section. They say out there that "if you must see Europe, why, see it; but see America first."

In the Rocky mountain region just now the advocates of this patriotic principle are talking a great deal about the south and are urging people who live in the west to visit the southland and get in closer touch with its people. In Colorado, especially, is this true.

Colorado has had many southern people within her borders within the last year and a special effort is being put forward to induce more to visit that state in the summer months. From Texas and Oklahoma last summer, it is said, a large number of people journeyed to Colorado in their automobiles. They entered the state by way of the great Arkansas valley, which is said to be one of the largest irrigated areas in the world, embracing more than 500,000 acres.

A new automobile highway has been

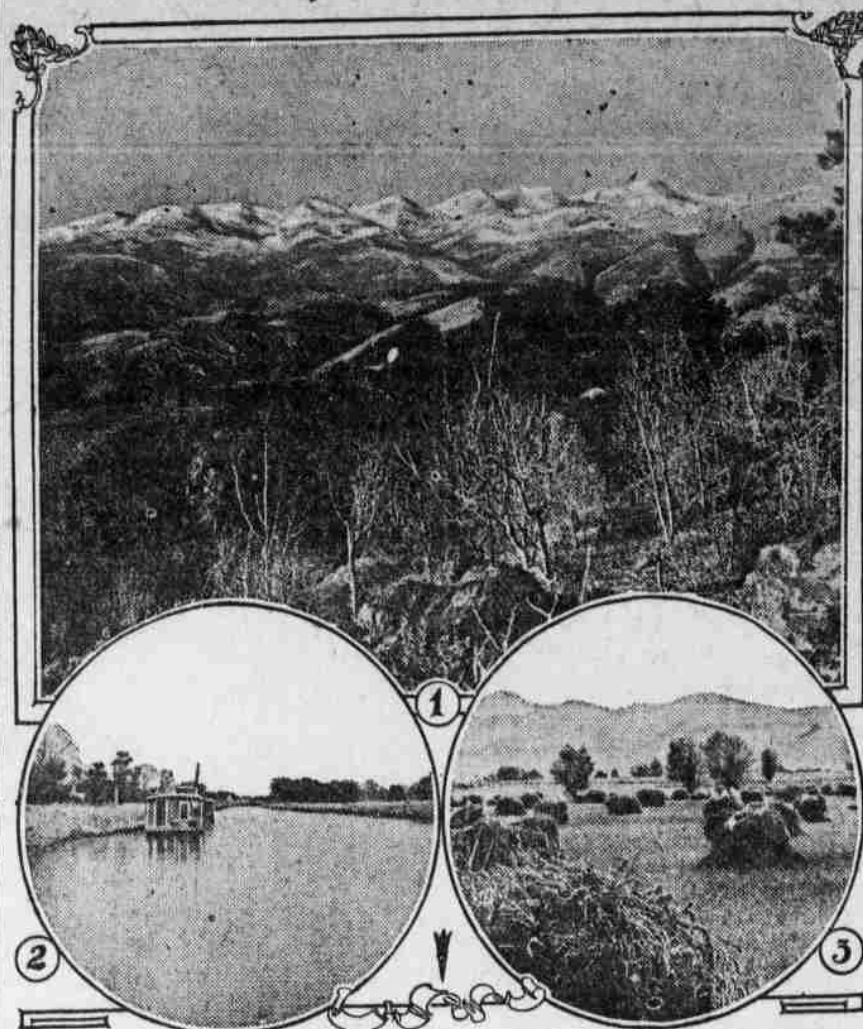
built along what was known as the old Santa Fe trail, but now called the New Santa Fe trail, which has been designated as part of the trans-continental highway. For miles and miles this highway is said to be as smooth as a city street. The route leads to Pueblo, designated as the Pittsburg of the west, owing to the vast steel works in operation there; thence to Colorado Springs and on to Denver.

Colorado people are pushing the construction of automobile highways in the state and are looking to the southern states to do the same, so that during the winter automobile owners from that state can motor through the south.

Colorado has 33,000 miles of roads, of which 20,000 are passable by automobile and 4,500 miles are improved roads. Good hotels and garages can be found in every town in the state where the population exceeds 1,000, according to information sent out from the state highway commission. From this same source it is learned that Colorado expended \$1,750,000 on its roads in 1911, and will expend \$2,400,000 in 1912.

IRRIGATION FARMING IS DEVELOPING RAPIDLY

Building of Storage Reservoirs Is Placing This Industry on a Reliable Basis.



1—Snowy Range, Where the Water Comes From for Irrigation. 2—Irrigating Canal in the Arkansas Valley, Colorado. 3—Wheat Fields in Colorado. Rocky Mountains in the Background.

For some time experts have recognized that the so-called arid country in the Rocky mountain region must some day be made to yield a vast amount of agricultural products, but they also have realized that this could not be accomplished except by irrigation.

The soil in that section is rich and the water supply is said to be ample once it is properly stored so as to assure the farmer of a continual supply during the growing season. This is being accomplished gradually.

Colorado excels all other states in the amount of land under irrigation. The census of 1910 showed that 4,000,000 acres were under ditch, and it was reported that with the completion of irrigation projects under way and in contemplation, the acreage would be increased to 6,000,000 acres. This is approximately one-fourth of the arable area of the state.

In the past the mistake was made often of over-estimating the capacity of an irrigation project. Time and experience has taught the builders to

avoid this error and the aim is to put just enough land under ditch that can be adequately watered during the entire irrigating season. This policy is restoring confidence in irrigation and will eventually cause the state to be completely settled with prosperous farmers.

Colorado's annual agricultural output is now something more than \$100,000,000. This includes fruit raising, which, in normal years, aggregates about \$7,000,000.

Reliable data shows that the yield of an irrigated farm in Colorado is more than twice the yield of land in a rain-belt country. It is estimated that the net returns from a well cultivated irrigated farm is at least 25 per cent on the valuation of the farm. It is not unusual for a Colorado farm to pay for itself in two or three years where the farmer couples intelligence and frugality together. Approximately \$60,000,000 has been expended in the construction of irrigation projects in Colorado. The total value of Colorado farm lands is placed at \$360,000,000.

FOLLOWING THE SKY LINE IN THE ROCKY MOUNTAINS



1—Sky Line Drive, Canon City, Colo., Showing Upper Part of the Arkansas Valley, and a Portion of the Rocky Mountain Range. This Drive is Built Along a "Hog-Back," or High Ridge, of the Foothills.

2—Crystal Park Auto Road, Overlooking Colorado Springs in the Pike's Peak Region.

3—Penetrating the Mountain Fastnesses From Boulder, Colorado.

Following the skyline in an automobile in the Rocky mountains of Colorado is a thrilling pastime. On some of these highways the traveler can "cruise" among the rim-rocks at altitudes which present ever changing vistas of snow-capped summits, dizzy abysses and endless plains.

There are many such drives in Colorado, but the Skyline drive, completed recently at Canon City, is one of the finest in the state.

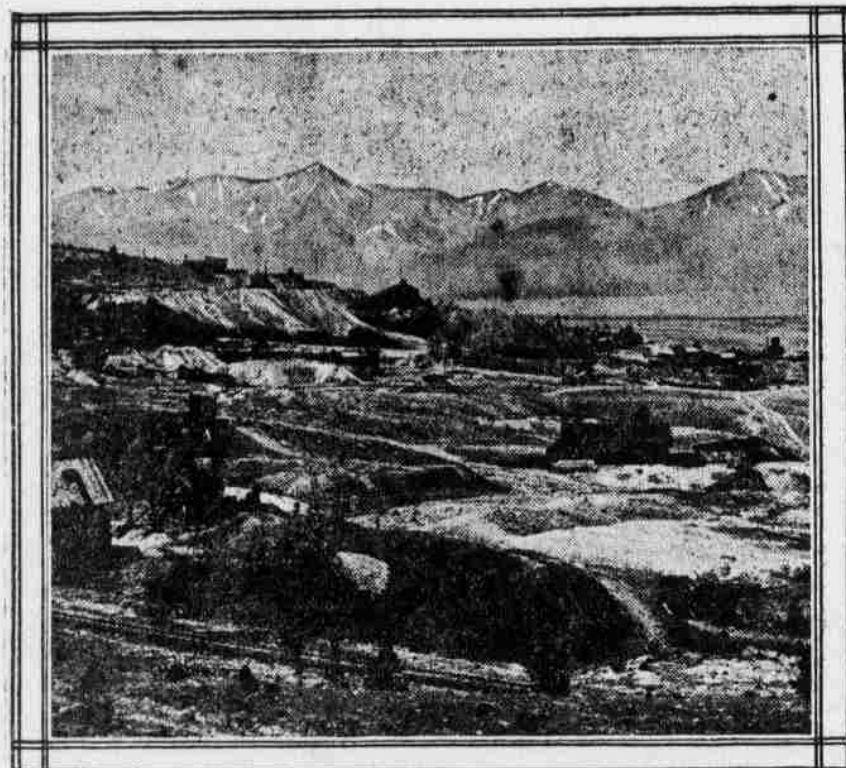
The number of such mountain boulevards is increasing. Both state and county authorities are active in the building of good roads, and each year new areas of mountain wilderness are being added to the territory which is accessible to the automobile tourist.

From almost any point along the eastern foothills, from Colorado Springs, Palmer Lake, Denver, Mor-

buena Vista and Leadville, the traveler being the great mining world-wide fame, 10,190 feet level; thence over Tennessee and down through the canyons of the Eagle and to Glenwood Springs.

At Glenwood the traveler has a resort that is not excelled anywhere. The waters of the spring are curative and the best of hot

INTERESTING FIGURES ON GOLD PRODUCTION



Carbonate Hill, in the Leadville (Colorado) Mining District.

The total gold output in the United States from 1901 to 1910, inclusive, was \$876,215,800. Of this production Colorado contributed \$237,875,300; California, \$184,141,000; Alaska, \$144,275,000; Nevada, \$90,522,900; South Dakota, \$64,649,200.

Although many surface deposits of bonanza ore have been exhausted, there are now more and better opportunities for profitable mining than ever before in Colorado. Mining costs have been greatly reduced by the extension of electric power lines to nearly every mining district of the state. Recent developments in the applica-

tion of the cyanide process make it possible to earn dividends by extracting gold from ore that a few years ago was cast upon the waste dump. The construction of deep drainage tunnels has made it possible to work mines at a greater depth.

Cripple Creek remains the greatest gold camp in the state; but in other districts, especially in the La Platas and the rest of the San Juan district, many new producers are developing.

Colorado continues to produce silver and lead in large quantities, but in the last two years zinc has ranked next to gold in importance.

BET SUGAR INDUSTRY YIELDS RICH RETURNS

Annual Output in Colorado Alone Is \$14,000,000—Farmers Receive \$5,000,000.

From carefully compiled facts and figures the total investment in the seventeen beet sugar factories in Colorado is found to be \$19,250,000. From the same source of information it is learned that the annual output of these factories is approximately \$14,000,000, and the sum paid by the factories to the farmers is more than \$5,000,000 each year.

These factories are operated by companies, but plans are under way for the building of several factories on a co-operative basis.

To the farmers the sugar factories offer a dependable market. The price of beets is arranged before the crop is planted and is based upon amount of sugar they contain. Contracts with farmers are signed in advance of planting. This year the price is \$5 per ton for beets which contain less than 14 per cent sugar, and a corresponding increase is allowed for a higher sugar content.

The beet sugar companies have a large number of forty and eighty acre farms that can be rented either on shares or for cash. Expert advice is given, free of charge, relative to planting, irrigating and cultivation.

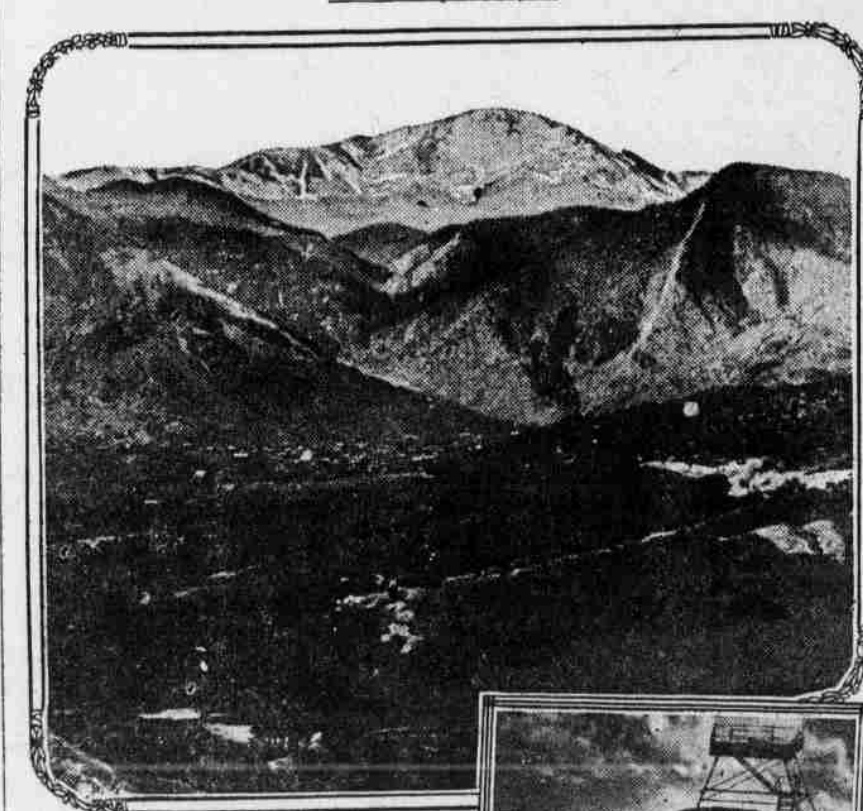
Both soil and climate in Colorado are exceptionally well adapted to the production of sugar beets. Water for irrigation provides the best insurance against droughts. The soluble salts of the soil have not been leached out by excessive rains, and during the growing season there is a maximum of sunshine.

Beets should be rotated with other crops such as alfalfa, wheat and potatoes. Alfalfa especially is necessary, as it acts as a fertilizer and is the basis of all general farming in Colorado.

Cattle raising and dairying are natural adjuncts to the beet sugar industry. The beet tops, pulp and molasses can be made to add to the earnings of the farm when used for the fattening of stock or for the production of milk.

Beet growing, therefore, is becoming recognized as an important factor in the productive capacity of the farm rather than as a specialty in agriculture.

STATEMENT OF COMPARATIVE PLAYGROUNDS



Pike's Peak, Colorado, Altitude, 14,109 Feet, Which Can Be Seen for Many Miles Out on the Plains. A Glimpse of Manitou at the Base.

Switzerland is called "the playground of Europe." Colorado is termed "the playground of America."

The mean elevation of the highest Alpine chain is only from 8,000 to 9,000 feet. Colorado possesses more than 120 peaks of over 13,500 feet altitude, of which no fewer than 35 peaks range from 14,000 upward.

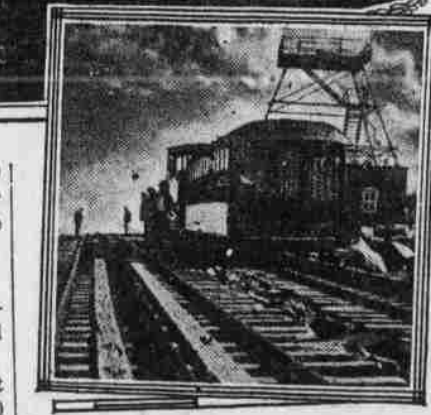
These figures are sent out from Colorado by advocates of the See America First movement.

Further information from this same source shows that the highest village in Europe is Avers Platz, in Switzerland—altitude, 7,500 feet. The highest inhabited point is the Hospice of St. Bernard in Switzerland—8,200 feet.

In Colorado the mining town of Leadville, with 12,000 inhabitants, is 10,200 feet above sea level. Other mining camps are still higher, and some gold and silver camps are worked at over 13,000 feet altitude.

There are wagon roads over mountain passes in Colorado ranging from 12,000 feet upward, the highest being Mosquito pass—13,700 feet.

Switzerland has a cog-railroad four



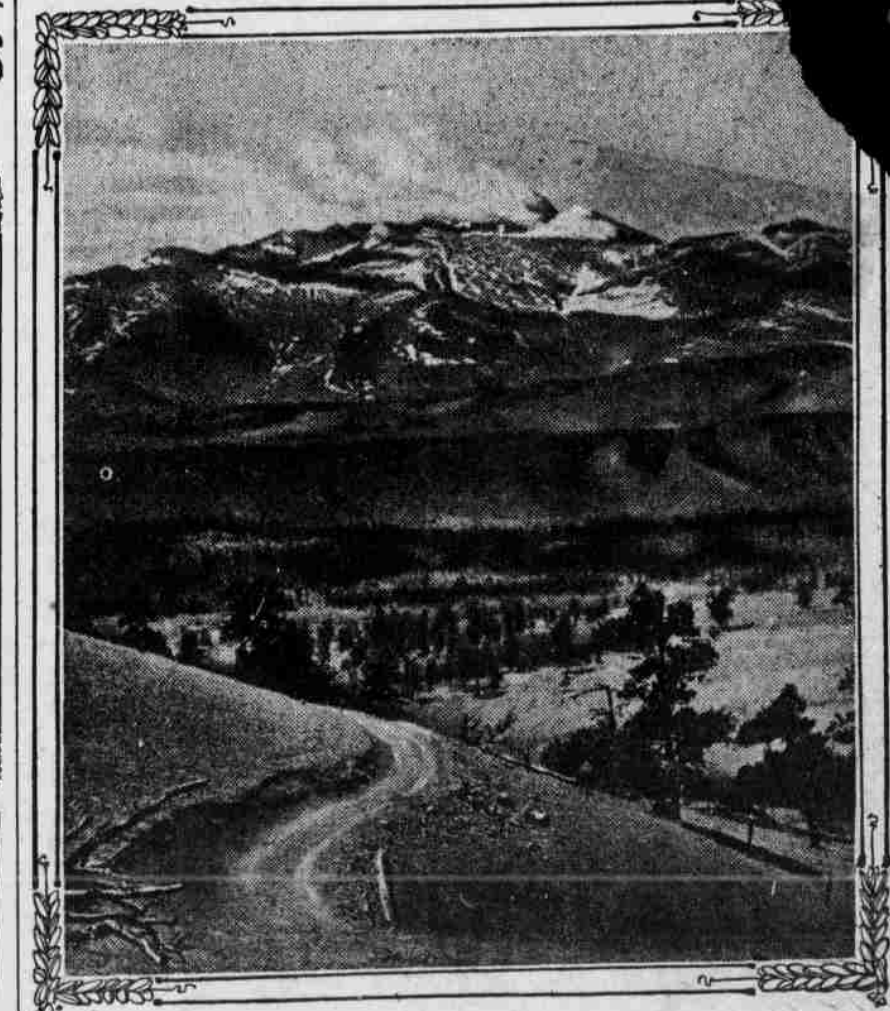
Cog-Railroad Station on Top of Pike's Peak.

and one-half miles long which ascends to an altitude of 4,072 feet. The cog-railroad from Manitou to the top of Pike's peak is eight and three-quarters miles long and the ascent is 8,100 feet, reaching an altitude of 14,109 feet above sea level.

"See America First," is the slogan. See the west, the east, the north and the south—then go to Europe if you must.

Really the Only Way Out.

"Young man, how do you expect to marry my daughter if you are in debt?" "Why, sir, in my opinion, it's the only square thing to do. The longer I am engaged to her, the worse I will be."—Lila.



Long's Peak From Deer Mountain Drive, in Estes Park, Colo.

rison, Golden, Boulder, Longmont, Loveland, and Fort Collins, the tourist can quickly penetrate with an automobile the mountain fastnesses and view grand and picturesque scenery which is not surpassed in the world.

In the Pike Peak's region in the vicinity of Colorado Springs and Manitou, and in Estes Park is the Long's Peak region, some of the finest automobile roads in the world. The scenery in these sections inspires the traveler with the "See America First" spirit, and if he be one who has visited the mountain resorts of the Old World, he is sure to declare that he has seen nothing to equal the grandeur of the Rocky mountains of his own native America.

The trip from Denver to Estes Park and return can be made easily in a day in an auto, but to exhaust the scenic possibilities of the roads through the park and its environs requires weeks of time.

But this is only a beginning. From Colorado Springs one can travel westward into the very heart of the Rockies, by way of Ute Pass to Cascade, Green Mountain Falls, Hartzel,

commodations can be had. In fact, all along this route the hotel accommodations are of the best.

From Glenwood Springs the way leads into the Grand valley to Grand Junction in the heart of the fruit section on the Western Slope.

From Grand Junction, by way of Dragon and Vernal, the road is clear to Salt Lake City, Utah. A southerly route through Utah takes the traveler to Arizona and the Grand Canyon of the Colorado river. By turning north before reaching Glenwood Springs one can reach Meeker, Steamboat Springs and the vast, undeveloped empire of western Colorado.

The state highway commission is planning great circle routes through the scenic wonderland, and as they are completed new opportunities will be created for the automobile tourist. Colorado has been aptly termed "The Playground of America," and as the wonderful opportunities for motoring in Colorado become more generally known the truthfulness of this term will become a matter of common knowledge.