

DENVER CHIEF TOURIST TARGET OF THE NATION

Sightseers Flock to Colorado Capital, Gateway to Park System.

WORSE THAN GOLD RUSH

By FREDERIC J. HASKIN.

DENVER, Sept. 8.—First a mining town, then a health resort, Denver has now become the chief tourist target of the nation.

Hundreds of thousands of tourists aim for this point every year, many of them to settle down for the entire summer and others to make the city their temporary headquarters while they tour the surrounding national parks and monuments.

For Denver is the gateway to our great national park system, the natural entrance to that vast western region which the government has set aside for the preservation of trees and the recreation of the public.

The tourist traffic is an unusually heavy rush of sightseers, so that the hotels, boarding houses and camps are crowded to their utmost capacity; the postal card and curio stands are doing an unprecedented business, and the kodak supply stores are getting way be hind in their work of developing films.

The camps are filled with strangers from Oklahoma, Texas, Missouri, Alabama, Georgia, New York and Pennsylvania.

Some of them wear their state pennants patriciously wrapped around their arms, while others are easily placed by their native infections.

Parties carrying gun sticks and tennis rackets, along nearly every curb are parked, sightseeing automobiles, gradually filling up with passengers.

The other evening an old man with a white beard and bent shoulders stood on a downtown street corner surveying the crowd while waiting for a street car.

Two carloads of tourists had already passed without stopping, and as the writer approached, another car swept scornfully by.

WORSE THAN GOLD RUSH

The old man looked helplessly about, and then removing a broad-brimmed felt hat, wiped the perspiration from his wrinkled forehead.

"'Ye God!" he muttered hoarsely, "the gold rush was never like this!"

Denver attributes its overwhelming popularity this year to the earthquakes occurring at Los Angeles, which it believes, have frightened many tourists away from California and sent them to Colorado.

But insomuch as the cloudbursts occurring in Colorado have wrought a good deal more damage so far than the gentle tremors experienced on the coast, we are inclined to think that the tourist tide has turned in favor of Denver, not because it is timid, but because Denver makes things pleasanter.

In the first place, the best automobile camps in the west is located here in Denver, which was the first city to recognize the needs of the automobile tourist and to provide a municipal camping ground for his comfort and convenience.

A sixty-acre tract beside Rocky Mountain lake at the edge of the city has been laid out and equipped for the use of motorists who wish to pitch their tents by the wayside.

There, under a protecting grove of trees, you can park your car and make your camp without worrying about water and fuel, usually the most important and irritating considerations in choosing a camp site, as these are supplied by the city.

In addition, there are electric cooking ranges, showe: baths, a laundry and soft drink stand, while groceries are delivered from the city, so that the traveling motorist is able to rough it with the same degree of ease that he enjoys in dwelling in city apartments.

The only perquisites lacking are a movie auditorium and a department store.

CAMP IS GREAT DRAWING CARD.

This camp de luxe is a great drawing card in vacationing touring the country, and their cars.

Last year it is estimated, a total of 4,575 cars were parked on the grounds and more than 13,000 persons took advantage of its facilities.

This year, according to the authorities, it is accommodating almost twice as many.

Another convenience maintained by the city for the benefit of visitors is a tourist's free information bureau, which tells you all about the places you should see and how to get there, and otherwise acts as a sort of combined Baedeker and Cook service.

As there are fourteen one-day trips into the mountains and three-week trips to points of interest, the bewildered tourist is desperately in need of such assistance.

Denver itself possesses many special features of interest to the sightseer, but with the Continental Divide dominating the horizon of the city, the average tourist is apt to feel that he is in the wrong place.

All the tallest Colorado peaks are there in full view, with the exception of Pike's peak, which is concealed from the average eye by distance and mist, but is always discernible to the natives.

On a clear day, some of the mountains appear so near that you can almost count the spruce trees on their purple sides, but in the colored weather they look like a long scalloped gray cloud barely visible against the darker gray of the sky.

PLACES TO GO

As a matter of fact, the nearest ones are fifteen miles away, and one of the shortest auto trips from Denver to the mountains covers seventy-five miles and takes half a day.

This is the trip through the Denver Municipal Mountain Park system, the most popular of all the fourteen mountain journeys, leading first to the city of Golden, the old capital of Colorado, and the home of the State School of Mines, and thence up Lookout mountain.

Not until you reach Golden, which lies at the foot of the mountains, do you realize how high they are, how apparently tortuous the trail which your automobile is going to ascend.

On the day we made a trip as a member of a tourist party organized at our hotel, our hotel guide, usually a morose, disappointed looking person, was for some reason in an exceedingly jubilant mood.

He had a humorously fancy name for every tree of rock that was passed and when we reached Golden he stopped the car and began a satirical account of the boulders we were about to face on the climb up Lookout mountain.

Unfortunately, however, the back seat of the car was occupied by a couple of ladies who took his harangue quite literally and who became so frightened at the prospect of driving over the so-called Larist trail that they insisted upon getting off the car.

"But I can't make the trip for any less," objected the disconcerted guide. (He was referring to fares).

"Oh, we will pay for our share just the same," declared one of the ladies magnanimously, "but I simply can't go up that mountain."

"I don't know what it would be like that."

"I'm from New Orleans where we're at sea level, or barely above it, and I know the altitude would make me sick."

"But don't look at the way that road curves around up there without a thing to hold on to."

At this point, one of the natives of

He's for Suffrage



THOUSANDS MORE ROOMS NEEDED

G. A. R. Encampment Not Two Weeks Off.

With the national encampment of the Grand Army of the Republic less than two weeks away, every effort will be made by the housing committee to obtain thousands of rooms in private homes for the large number of visitors expected.

Before the end of this week it is hoped that the estimate required number of rooms will have been obtained.

More than 200 Indianapolis women members of committees representing the churches of the city, today continued to make a house-to-house canvass in the interest of the campaign.

The church women's committees will continue this campaign up until the opening day of the encampment.

Indianapolis Boy Scouts also will continue an active campaign.

Up to date, contributions have been obtained for the housing of between 15,000 and 20,000 visitors, according to Scott R. Brewer, chairman of the housing committee.

With an estimated attendance of 100,000 at the encampment, many thousand additional rooms must be obtained.

Every hotel in Indianapolis already has been booked to capacity for the week of the encampment.

Further plans for obtaining rooms were discussed at a meeting of the housing committee held noon today at the chamber of commerce.

Edward A. Kahl, chairman of the executive committee, announced that a meeting of the chairmen of all committees will be held at noon today at the chamber of commerce to discuss further general plans for the encampment.

Howard P. Lieber, chairman of the committee on decorations for the encampment, today sent letters to the managers in the rear of 631 Massachusetts Avenue. Kirkpatrick was pulling a wagon. Hagerman was pushing the wagon, and five bushels of plums were riding on the wagon.

The police say the wagon was stolen from a livery stable at 207 East Market street, and that the two men pulled and pushed it to the George Hiltz & Co. carriage house, 28 South Delaware street, where they helped themselves to five bushels of plums and then started to peddle the fruit.

At the top of the first ascent from Golden the car stopped and everybody climbed up on a rocky ledge, the timid southern ladies included, to get a superb view.

From this point also the guide pointed out the giant crevices at our feet where the first Colorado gold mine is said to have been located, commenting upon the better-known features of the early gold.

Then, while we were still in an historical frame of mind, we were ordered back in the car and hurried up and around another curve to the spot where "Buffalo Bill" is supposed to be buried.

We say supposed, because while the grave, marked by a tall, rough-stone monument, is definitely there, we were late to find it, and the two men pulled and pushed it to the George Hiltz & Co. carriage house, 28 South Delaware street, where they helped themselves to five bushels of plums and then started to peddle the fruit.

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