## COLORADO SCENERY.

EACH railroad to the Pacific Coast has its own peculiar attractions, but for rugged mountain scenery the Denver & Rio Grande and the Canadian Pacific Railways are generally recognized as superior to others. Quite a number of companies use the tracks of the former road in order that passengers may enjoy the rare beauties of Colorado. There is a succession of valley, peak, gorge, cliff, forest, lake and torrent that can never be forgotten by those who have looked upon them.

The State of Colorado lies west of Kansas and east of Utah. It is 380 miles long, and 280 miles wide, with a population of half a million. The mountains occupy about two-thirds of the entire area. There are nearly a thousand lakes, and upward of two hundred and fifty snow-fed creeks and rivers.

Many people go to Colorado for the good of their health, as the air is unusually pure and dry, with an abundance of sunshine and clear weather. The atmosphere is said to be stimulating to the weak, and a cure for various kinds of lung and throat troubles. The best known mountain in Colorado is Pike's Peak, which rises to an altitude of 14,143 feet. It is named after Major Pike, who first explored it in 1806, and climbed half way to its summit. Now it can be climbed with ease and comfort.

The wayfarer pays his \$5.00

and the cog wheel railway completes the transaction by quickly carrying the passenger to cloud-land and back in a luxurious car, moved by steam, a propulsive power never tiring and never unequal to the task. The Manitou & Pike's Peak Railway was completed in 1891 and cost a million dollars. In its nine mile course it easily climbs 7,518 feet at an average grade of sixteen per cent. and maximum of twenty-five per cent. and maximum of twenty-five per cent. At exposed points the track is securely tied to mussonry cross sections; maximum curvature is sixteen degrees; there is no trestle work and only four irno bridges. The train can make eight miles an hour; its time card is four. The Abt rack rail is used, forming a continuous double ladder in which the locomotive's toothed wheels work. This system is in operation on two roads in Switzerland, up the Rigi and Pilatus.

Colorado Springs is all the year-round resort for invalids and tourists. It has a permanent population of 30,000.

<sup>6</sup> One of the most notable features in the landscape around Colorado Springs is Cheyenne Mountain. What is known as South Cheyenne Canyon is a place that is much frequented by tourists. It is owned by private parties, and an admission fee of 25 cents is charged.

Manitou is another fashionable watering place, only a short distance from Colorado Springs. Its population is about 1,000.

## MUSIC.

## BY MRS. LUCY M. SMITH.

T is an old saying that music is everywhere, and one generally recognized to be true, and yet we miss many of its refining, elevating influences simply because we do not appropriate its truth.

because we do not appropriate its truth. Some time ago my pastor preached a beautiful sermon on "Melody in the Heart," and said in his remarks that painting was music, architecture was



LAS ANIMAS CANYON, COLORADO.

a few. There are others which rise to the dignity of pure grandeur. Pictures of the Gateway, a magnificent portal 330 feet high, and of Cathedral Spires and Balanced Rock have been admired all over the world. Here, as elsewhere in the West, beyond the eastern bounds of Colorado and New Mexico, color is an element of charm in landscape even greater than contour. These rocks are white and yellow and red, and in the erystalline air, that scorns a particle of haze, the scene is indescribably clear and sharp to the eye, and as vivid as an entiausiastic water color. Drawings in blackand white inadequately communicate them to a reader.

The principal city of Colorado is Denver, which lies about seventy-five miles north from Colorado Springs. It has grown to be a large, flourishing and beautiful city.

What is known as the trip "Around the Circle" is so called because the traveller makes a complete circle of the southwestern portion of the State, and returns to the starting point without twice traversing the same region, except between Denver and Pueblo.

To a Japanese graduate of the Doshisha who said that the ideals of the nation were reverence for the emperor and love of country, Tolstoi remarked, "Too low, too low! There is no hope for a nation which does not love God and that has not religion for its ideal."

music, poetry was music. This was a new thought, and after the service I tried to think of the largest, most impressive painting I had ever seen—'twas "Jerusalem on the Morning of the Crucifixion," when on exhibition in T. Eaton's store. In imagination I pictured the artist shaping in all the magnificent dream of color, and wondered if he realized that with his brush he had been playing upon that canvas the tune of man's redemption, for he had—every touch of color had been a chord in the mendence supploy.

wondrous symphony. When I came to architecture there dropped upon the steeds of thought the gold-mounted harness of fancy, and soon I was with the old Greek architects, for thought is the swiftest steed that ever travelled. How grandly the old Greeks builded, therefore what architectural musicians they must have been. Their temples are supposed to have been richly decorated with colors—think how lofty and soul-inspiring must have been the melodies issuing from those matchless and varied hues.

Then there is Venice, with her palaces of blue and white seeming to float on the Adriatic, reminding one tourist of "a necklace of pearls on a cloth of emerald velvet." How finely tuned was the eye of that tourist to all that was beautiful, who, stepping within the city and finding it preserved its glorious hues, exclaimed, "tis a marvellous concert of richest