Supplemental Evidence for Determining the Navigability of the Gila River (Historical Articles)	
1	1,000 on Gila River Flee Flood Waters, New York Time October 22, 1972
2	A City Destroyed, The City of Yuma Wiped Out by Flood, The Manning Times (Manning, South Carolina), March 11, 1891
3	A Storm Comparison: The Wet Season of 1884 and This Year's "Spell of Weather," Arizona Silver Belt (Globe, Arizona), March 23, 1905
4	Advertisement for Mail and Persons from Florence and Globe via 'Stage Line' Arizona Silver Belt (Globe, Arizona), January 11, 1890
5	Advertisements, Arizona Weekly Citizen, September 19, 1874
6	Affairs in Arizona – Terrible Times in the Territory Experience in Crossing the Deserts, New York Times, October 5, 1861
7	An Arizona Cloud-Burst: Six Immense Rivers Come Down the Hills Under a Cloudless Sky, New York Times, October 7, 1883
8	Annual Report of Gov. Sloan Shows Splendid Progress in Year: Mining Output in Arizona Continues Large, El Paso Herald (El Paso, Texas), December 9, 1911
9	Arizona Again Flood Victim, Heavy Rains Damage Bridges and Delay Trains; High Water Cuts Off the Capital Building; State Prison Directors Meet Counterfeiters Caught, Los Angeles Times, February 5, 1905
10	Arizona Copper Company, Bisbee Daily Review April 14, 1907
11	Arizona Flood Swept Three Persons Drowned and Many Houses Wrecked, Washington Post, Dec 24, 1914
12	Arizona Mining Region, Influences That Help and Retard Development, New York Times, June 6, 1880
13	Arizona, San Francisco Chronicle September, 13, 1902
14	Arizona, How to Get There By Way of Sonora, A general Description of the Territory, Its Resources and Future Prospects, Evidence of Ancient Inhabitants, The Need of Seaport, Emigrants and Capital World, Correspondence of the New York Times, September 23, 1865
15	Arizona's Mining Resources: Influences which Help and Retard Development - Duplicate of # 12
16	Arizona's Claims for Statehood, San Francisco Chronicle, February 10, 1893
17	Big Stream Runs Riot, Washington Post, February 27, 1891

18	Bridges Fall in Arizona: Floods in Gila Impede Meeting of Legislature, Los Angeles Times, January 19, 1907
19	Colorado Exploring Expedition: Preliminary Report of Liet., Ives, New York Times, December 27, 1853
20	Control of Water is Object of Engineers: Immediate Survey Urged to Determine Best Site for Dam For Gila Valley in Arizona, El Paso Evening Post (El Paso, Texas), September 20, 1929
21	Crossing the Rivers, The Arizona Republican (Phoenix, Arizona), February 28, 1891
22	Daily Progress – The Territory of Arizona, Newbern Daily Progress (New Bern, North Carolina), June 9, 1859
23	Driftwood at Hand: Great Damage on the Lower Gila: No Communication Across That Stream, Arizona Republic (Phoenix, Arizona), February 28, 1891
24	Drowned in the Gila, San Francisco Chronicle (San Francisco, California), March 1, 1891
25	Early Use of Irrigation on This Coast as Shown by Records and Remains in New and Old Mexico, Arizona and Colorado - Extensive Reservoirs Sites Along the Gila and Other Streams, San Francisco Chronicle, August 23, 1889
26	Ferry Advertisement, The Arizona Sentinel (Yuma, Arizona), March 23, 1878
27	Floating on the Flood, San Francisco Chronicle (San Francisco , California), March 1, 1891
28	Flooded Arizona: The Situation at Yuma –High Water in Many Places, Los Angeles Times, March 1, 1891
29	Floods are Receding, Death List at Clifton, Arizona: More than a Score, Washington Post, December 6, 1906
30	Floods Cause Much Damage in Arizona: Many Bridges on the Verde and Gila Rivers have Been Swept Away, Los Angeles Times, November 30, 1919
31	Floods in Arizona: A General Storm in Territory Causes Heavy Damage,The Washington Post, Febuary 24, 1891
32	Floods Sweep Arizona: Railroads, Crippled Bridges Washed Away and Cattle Drowned, New York Times, December 24, 1914
33	Four Hundred Miles Down the Gila River: Incidents of the Trip, The Arizona Sentinel (Yuma, Arizona), March 9, 1895

34	Gila River Navigation: Official Log of Capt. Jacob Shively's Recent Expedition, The Arizona Republican (Phoenix, Arizona), April 3, 1905
35	Governor Kibbey Will Not Resign: This is the Report Brought from Territorial Capital by Chas. Bowman, Bisbee Daily Review (Bisbee, Arizona), February 16, 1906
36	Great Colorado River, Arizona Sentinel (Yuma, Arizona), May 24, 1905
37	Great Flood in Arizona, New York Times, July 17, 1867
38	Improving the Colorado River, Arizona Sentinel (Yuma, Arizona), March 23, 1878
39	Increasing Business Makes Completion of Main Line Absolutely Necessary, Graham Guardian (Safford, Arizona), January 9, 1914
40	Internal Navigation in Arizona in Connection with the Indian Service, Arizona Weekly Citizen (Tucson, Arizona), September 28, 1878
41	Local Brevities, The Arizona Republican (Phoenix, Arizona), April 7, 1891
42	Local News, Arizona Weekly Citizen (Tucson, Arizona), March 1, 1980
43	Local News, Arizona Weekly Citizen (Tucson, Arizona), March 7, 1891
44	Mail Route Between Fort Thomas and Globe, Arizona Silver Belt (Globe Arizona), August 24, 1895
45	Mining Industry, Bisbee Daily Review (Bisbee, Arizona), April 14, 1907
46	Mining Interests in Arizona and Sonora, New York Times, December 16, 1859
47	Mother and Five Children Drowned, The Weekly Wisconsin, March 14, 1891
48	New Railroads for Territory Greene of Randolph Lines Talks of Era of Prosperity Just Beginning, Bisbee Daily Review, (Globe, Arizona), December 31, 1908
49	News from Fort Thomas, Graham Guardian (Safford, Arizona), October 16, 1914
50	No Title: Arizona Sentinel (Yuma, Arizona), December 8, 1877
51	No Title: The Weekly Arizonian (Tubac, Arizona), April 7, 1859
52	No Title: 1868 New York Times Article – No Title (1868)
53	No Title: 1891 New York Times Article – No Title (1891)
54	No Title: Arizona Silver Belt (Globe Arizona) March 7, 1891

55	No Title: Arizona Silver Belt (Globe Arizona), August 24, 1895
56	No Title: Arizona Silver Belt (Globe, Arizona), March 22, 1884
57	No Title: Arizona Silver Belt (Globe, Arizona), 1899
58	No Title: Arizona Silver Belt, (Globe, Arizona), January 30, 1886
59	No Title: Arizona Weekly Citizen (Tucson, Arizona), September 28, 1883
60	Notes from San Carlos, Arizona Silver Belt, (Globe, Arizona), March 14, 1891
61	Notice of Ore Transportation, Arizona Silver Belt (Globe, Arizona), August 22, 1885
62	Perils of the Land Journey, Sandusky Registry, June 13, 1849
63	Raging Waters, Mohave County Miner (Mineral Park, Arizona), February 28, 1891
64	Railroads, Bisbee Daily Review (Bisbee, Arizona), April 14, 1907
65	Result of Condemnation Suit, Jury Fixes Damages at $850 and Road will be completed in the Early Future, Graham Guardian (Safford, Arizona) May 3, 1907
66	San Carlos Items, Arizona Silver Belt (Globe, Arizona) January 11, 1890
67	Snow Melts, Rivers Fall: Salt and Gila Both Going Down from Flood, Los Angeles Times, February 11, 1907
68	Stage Line to Globe Advertisement, Arizona Silver Belt (Globe, Arizona), August 24, 1895
69	Stage Line to Globe Advertisement, Arizona Silver Belt (Globe, Arizona), March 22, 1884
70	Surrounded by Scenic Beauty Clifton is a Center of Mining, El Paso Herald (El Paso, Texas), November 8, 1911
71	Swept Down by the Gila: The Town of Yuma Arizona Destroyed, New York Times, March 2, 1891
72	Telegrams in Brief: Domestic, The Postville Review, October 1, 1897
73	The Arizona Fleet, The Arizona Sentinel (Yuma, Arizona), September 28, 1878
74	The Coal Fields: the Narrow Gage Railroad to Globe an Able Letter from Judge John Haynes to Secretary Teller, Arizona Weekly Citizen, (Tucson, Arizona), June 28, 1884
75	The Five Points Copper Co. Valuable Claims Grouped Under Management of Experts, Arizona Silver Belt (Globe, Arizona), October 26, 1905

76	The Flood, a Thing of the Past, The Arizona Sentinel (Yuma, Arizona), March 7, 1891
77	The Flood, Arizona Weekly Citizen (Tucson, Arizona), March 7, 1891
78	The Gila Exploration, Weekly Arizonian (Tubac, Arizona), June 9, 1859
79	The Gila Gold Mines, Los Angeles Star, December 5, 1858; Reprinted in the Emporia Weekly News, January 29, 1859
80	The Gila River Mines, The Times-Picayune (New Orleans, Louisiana), January 12, 1859
81	The Gila River Navigable? – Arrival of Skiff and Three Bold Navigators, The Arizona Sentinel (Yuma, Arizona), January 25, 1879
82	The Industrial Situation at Clifton: Some Uneasiness is Felt – Work Progressing Rapidly on the Lordsburg & Hachita Railroad, Bisbee Daily Review, January 22, 1902
83	The Raging Santa Cruz: The Fixing of Responsibility for the Recent W. & P., Trouble, Arizona Republic, December 19, 1902
84	The Railroads, Chicago Daily Tribune (Chicago, Illinois), October 23, 1880
85	The Road to Globe, Arizona Weekly Citizen, April 1, 1883
86	The Washouts Serious – The Gila River Continues to Cut Into the Railroad Track, Arizona Silver Belt, March 23, 1905
87	Transportation, El Paso Herald, November 15, 1905
88	Transportation, The Arizona Sentinel (Yuma, Arizona), June 13, 1900
89	Water Famine in Arizona, Washington Post , July 14, 1900
90	Water in Gila and Salt River, Arizona Weekly Citizen (Tucson, Arizona), June 13, 1879
91	Water Supply, The Arizona Sentinel (Yuma, Arizona), June 13, 1900
92	Woman and Child Drown In the Gila River Near Clifton, El Paso Herald, March 10, 1911

1

1,000 ON GILA RIVER FLEE FLOOD WATERS
New York Times (1923-Current file); Oct 22, 1972;
ProQuest Historical Newspapers: The New York Times (1851-2009)
pg. 95

1,000 ON GILA RIVER FLEE FLOOD WATERS

DUNCAN, Ariz., Oct. 21 (UPI) — All 1,000 residents of this farming community on the Gila River were safely evacuated today when flood waters swept over dikes and poured into the downtown area. Elsewhere in eastern Arizona, there were six flood-related deaths.

The evacuation, started last night in low-lying areas of this town near the New Mexico border, was orderly and no injuries were reported.

Two other rivers in the eastern section of the state overflowed their banks and burst through dikes, prompting state officials to ask the Federal Office of Emergency Preparedness to declare the state a disaster area.

Clifton, north of Duncan on the San Francisco River, cleaned up debris left by flood waters that hit that area yesterday, forcing evacuation of about one-fourth of the town's 2,500 residents.

Transportation News Page 30 In the Sports Section Today

1000 on the Gila River Flee Flood Waters
New York Times October 22, 1972

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2

A CITY DESTROYED.

THE CITY OF YUMA WIPED OUT BY THE FLOOD.

Water Covers the Country for Fifty Miles Around—Hundreds of People Rendered Homeless and Destitue—Appalling Loss of Life Reported.

YUMA, Arizona, March 1.—Over 250 houses are in ruins in this place and 1,400 people are homeless. It is feared that hundreds of lives have been losst in the Gila Valley. No reliable reports can be obtained from that locality, as the roads are impassable and all the wires are down.

Above Yuma the river is seven miles wide, and below the town the water covers the country in one grand lake over fifty miles across. Over 1,000 persons are being fed daily at the Southern Pacific Hotel, and the town has provisions sufficient for eight days more.

The blockade of West bound trains, it is expected, will be raised in about four days, but it will be at least two weeks before they can go East.

Reports from Jenkins, fifteen miles above here, were to the effect that the flood drove the people into the tree tops. Many became exhausted from cold and hunger before the flood abated and dropped into the water and were drowned. It is estimated that anywhere between thirty and 100 lives were lost in the valley. Desolation reigns supreme all along the valley.

Every house on the hills has been

A City Destroyed, The City of Yuma Wiped Out by Flood,
The Manning Times (Manning, SC)
March 11, 1891

Item #2

the valley. Desolation reigns supreme all along the valley.

Every house on the hills has been thrown open to receive the homeless, and hundreds are quartered in tents and in the old goverment buildings. The merchants have opened their goods in the streets in order to help the sufferers. The water is still high for two hundred miles east of this point, and all this must pass here. Many fear that the worst is yet to come, especially if there should be any further rainfall. The losses in this county will foot up nearly $2,000,000, and the damage suffered by the railroad company will amount to more than $250,000.

The common loss has brought all classes of citizens together, and all have worked with a will, first in trying to save the town by constructing a rude levee, and when that effort proved futile, in saving as much as possible from the ruins. The old town will probably not be rebuilt, as both merchants and residents will erect their stores and houses on the hills, in order to be out of reach of any further damage.

A boat which arrived from Mohawk, sixty miles up the Gila River, brings reports of terrible loss of life, all the country being under water. The greatest sufferers are the poor Mexicans, whose entire possessions have been swept away and who have no reserve to fall back upon. Their is yet a vast stretch of territory to be heard from, every one fears that when full returns are in, the loss of life will prove of appalling magnitude.

A City Destroyed, The City of Yuma Wiped Out by Flood,
The Manning Times (Manning, SC)
March 11, 1891

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magnitude.

Reports from the valley of the Colorado, below this place, state that hundreds of the Cocopah Indians have been drowned. They are located abut sixty miles South of here, and their tribe is about 5,000 strong. Their villages are all on low land, and as there are no hills on which the Indans could take refuge, an immense number of them must have been caught in the flood and swept away. The waters rose six feet in twelve hours and came on them almost without warning.

In this city the ruin has been most complete, the Catholic church being the only building left standing on the main street. The convent and adjoining school stood the wear of the waves for many hours, but finally crumbled into ruins.

The Yuma Sentinel moved its office four times yesterday, but finally succeeded in getting out on time. The Times was less fortunate, and its office and material went down in the wreck.

Fears were entertained that the fine railroad bridge would be carried away, but fortunately the piers stood the test, and unless some extra heavy wreckage should lodge on the superstructure and cause a jam, it will not be materially injured.

The officers of Fort Yuma have done

A City Destroyed, The City of Yuma Wiped Out by Flood,
The Manning Times (Manning, SC)
March 11, 1891

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jured.

The officers of Fort Yuma have done everything in their power to assist the sufferers, and fortunately there was a good supply of tents on hand, and these were at once placed at the disposal of the homeless families and much suffering thereby prevented.

Should there be no further rainfall, it is hoped that there will be little further loss, and that with the restoring of communication with the West sufficient trains will be brought in from San Francisco and Los Angeles to prevent any serious troble.

THE LATEST FROM FLOODED YUMA.

YUMA, ARIZONA, March 2.—The Yuma river has fallen to almost the level of the water before the last flood. News from the valleys say that everything is under water, and much destruction to property is reported. Gila River changed its course in several places. At Gila City the railroad track was covered for miles by water ten feet deep. The statement is made that the stories of the first loss of life are untrue. One man is, so far, known to have been drowned. Reports of the death of others in the valley are reported, but they have not yet been confirmed.

A City Destroyed, The City of Yuma Wiped Out by Flood,
The Manning Times (Manning, SC)
March 11, 1891

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3

A STORM COMPARISON

The Wet Season of 1884 and This Year's "Spell of Weather"

The excessive rains of the present season are compared by old timers with the storm period in the winter and spring of 1884. The files of the SILVER BELT give a good deal of information in regard to the wet spell in 1884. The storms that year began on January 15 with light precipitation which gradually increased. On January 26 and 27 the rainfall was .88 of an inch, and for the first week in February 2.74 inches.

There was almost continuous rain, hail and wind and Pinal creek was too high to ford at times.

During the week ending February 21, no mails were received. Stages were delayed by heavy roads and swollen streams. There was three feet and a half of snow on Pinal mountain and six and a half feet of the beautiful on the Mogollons. A fifty mile washout on the Southern Pacific near Los Angeles was reported.

The SILVER BELT of March 8, 1884, reported the heaviest rain storm of the season which raised Pinal creek to the proportions of a dangerous flood. Two stages were overwhelmed in attempting to cross and the drivers and horses rescued with difficulty. All the stage lines were put out of business, and the Globe and San Carlos telegraph line was badly crippled.

The following week there was an

A Storm Comparison: The Wet Season of 1884 and This Year's...,
Arizona Silver Belt (Globe, Arizona),
March 23, 1905

Item #3

telegraph line was badly crippled.

The following week there was another deluge, the precipitation measuring 2.59 inches. Tonto creek ran wild and was higher than ever before known. Many of the farms on upper Salt river were badly damaged. One-third of the unoccupied houses at McMillen were wrecked. The storm extended to the coast and much damage was done around Los Angeles. The first snow of the season in Globe fell on March 23, but quickly melted.

The Old Dominion furnaces were shut down for want of coke. There were 115 wagons with 325 tons of coke en route from Willcox, nearly all of them being detained at the Gila river by high water.

The stormy weather continued with brief intermissions until May 2. The total precipitation was about 13.75 inches.

The rainfall extended over a longer period in 1884 and the total precipitation was not so great as it has been this season, the amount to date this year being almost 15 inches. The consequences to Globe are more serious this year because of our sole dependence on the railroad.

A Storm Comparison: The Wet Season of 1884 and This Year's...,
Arizona Silver Belt (Globe, Arizona),
March 23, 1905

Item #3

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Newspapers.com

FLORENCE

and GLOBE

STAGE LINE.

DAILY Service

Carrying U. S. Mail and Wells, Fargo & Co's. Express

Between FLORENCE & GLOBE.

STAGE leaves FLORENCE at 6 o'clock p. m., arrives in Globe 5 o'clock the following evening.

Leaves GLOBE at 8 o'clock a. m., connecting at Florence following morning with 7 o'clock Stage for Casa Grande.

SEVEN PASSENGER COACH always ready for the accommodation of families or four or more passengers.

Globe office at the store of E. F. Kellner & Co. W. E. Guild, Agent, Florence.

EUGENE MIDDLETON,
Proprietor.

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Advertisement for Mail and Persons from Florence and Globe via Stage Line, Arizona Silver Belt (Globe, Arizona), January 11, 1890

Item #4

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PINCKNEY R. TULLY, ESTEVAN OCHOA,
Tucson, Arizona Territory.
SIDNEY R. DELONG, Apache Pass, A. T.

THE OLD AND LONG ESTABLISHED commercial house of

TULLY, OCHOA & CO.

to its numerous friends and patrons, once more sends greeting and would respectfully announce to all interested that we are receiving and opening a

NEW AND COMPLETE STOCK

of Goods from the

Great Eastern and Western Markets.

Consisting of

DRY GOODS,
CLOTHING,
HARDWARE,
QUEENSWARE,
GLASSWARE,
WINES AND LIQUORS,
TOBACCO, CIGARS, &c., &c.

Also a full stock of BOOTS & SHOES for all ranks, sexes and conditions.

FOR TRAINS.

LEATHER HARNESS

Advertisements,
Arizona Weekly Citizen,
September 19, 1874

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FOR TRAINS.

LEATHER, HARNESS,
SADDLES, BRIDLES,
CHAINS, COLLARS,
WHIPS, CARRIAGE
AXELS, HUBS, SPOKES and RIMS;
MULE and HORSE SHOES and NAILS,
and in fact everything required for OUTFITTING TRAINS.

Our stock has been selected with great care by one of the firm of most

EXTENSIVE EXPERIENCE

and with especial reference to the requirements of THIS MARKET. We are confident we meet the necessities of our customers at as REASONABLE RATES as any house in the Territory.

To examine our stock and PRICE our goods, will be to purchase.

TULLY, OCHOA & CO.

Trader's Store

In APACHE PASS and CAMP BOWIE, Arizona Territory.

Supplies kept for travelers going East or West, as well as GOODS for ALL, and at fair rates.

TULLY, OCHOA & CO.

November 1, 1873.

E. N. FISH, Tucson, A. T. S. SILVERBERG, San Francisco.

E. N. FISH & CO.

Advertisements,
Arizona Weekly Citizen,
September 19, 1874
Item #5

E. N. FISH & CO.

WHOLESALE AND RETAIL

—Dealers in—

GENERAL MERCHANDISE,

TUCSON, ARIZONA,

ARE CONSTANTLY RECEIVING large and complete assortment of

GROCERIES and PROVISIONS,
BOOTS and SHOES,
HATS and CAPS,
CLOTHING,

FANCY GOODS and STATIONERY,
CUTLERY and HARDWARE,
CARPENTERS TOOLS,
QUEENSWARE,

FARMING IMPLEMENTS,
GRAIN SACKS,
LEATHER,
HARNESS,

HICKORY RIMS,
FELLOES and SPOKES,
BLACKSMITHS' BELLOWS,
TIRE STEEL and TIRE IRON,

Great Assortment of BOLTS and NUTS,

GIANT and BLASTING POWDER,
DRILL STEEL and GOLD PANS,
PICKS and SLEDGES,
FUSE and CAPS,
and the Choicest Brands of
WINES, LIQUORS, TOBACCO.

Advertisements,
Arizona Weekly Citizen,
September 19, 1874

Item #5

and the Choicest Brands of

WINES, LIQUORS, TOBACCO and CIGARS.

All of which we offer at Unprecedently

Low Prices for Cash.

Give us a call and examine our stock of

Carpenters' and Blacksmiths' Tools

Farming Implements,

Mining Tools,

— Materials for —

Wagon and Buggy Uses, &c.

Pine Lumber and Shingles for Sale.

Barley and Corn

In any quantity at Lowest Possible rates.

— Proprietors of the —

Eagle Steam Flouring Mills.

E. N. FISH & CO.

Tucson, August 29, 1874. 47-tf

Advertisements,
Arizona Weekly Citizen,
September 19, 1874

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1861

had passed in the night. They took the Sonoita trail, we the one to San Domingo, a ranch near the line, and the last house. Here we found Don Remigo Rovera, the Revolutionary Chief of Sonora, waiting near the line for another chance to revolve. He had just received an express from Puiborae, the *pueblo* we had left, of the passage of ten men, only one of whom showed himself, which was very suspicious.

Most particularly we met here two Americans, who were going to the Gila by the desert, as it had rained the last two days, the first time for many years.

Aug. 18—We have reached the Colorado River, and are now opposite Fort Yuma. We cross, to-night, and start for Los Angelos in a few days. The thermometer here ranges from 110° to 120° in the shade. I bathed, yesterday, in the Gila, and on trying the water found it to be 95°. In this heat I have now traveled 400 miles on horseback. We have yet the worst desert before us—that west of the Colorado, 100 miles across. Last night we were caught in a storm of hot sand that nearly exterminated our eyes.

This journey is costing enormously, but it was for life or death.

We have heard that Mexico has declared war against Texas.

News has just come that the Mexicans have killed the five Americans at the Patagonia mine, and that Tubac has been "cleaned out." In Tucson and Messilla the Americans are expecting daily to be killed by the Indians, or more certainly by the Mexicans; but most of them cannot leave, having no money and surrounded by deserts.

The Papagoes, Pinos and Maricopos are about to commence war with the Mexicans, 5,000 warriors, while 8,000 Yaguns take them from the South.

Yours, R. P.

AFFAIRS IN ARIZONA.

Terrible Times in the Territory—Experience in Crossing the Deserts.

We are permitted to publish the following private letter received by a gentleman in this City:

Gila City, Tuesday, Aug. 20, 1861.

My Dear ——: As you will see by this I am already on my travels. Yesterday I reached this place, which is about twenty miles above Fort Yuma, on the Gila River. But how can I describe what I have gone through for the last four months? It is impossible to give you any idea of the terrible destruction that has fallen on Arizona. It it is almost certain that, at the present moment, there is not an American alive west of this point in Arizona, if we except a few emigrants on the road from Texas to California, and some Americans from Tucson, who are with them. The Indians commenced the work, and now the Mexicans are murdering and robbing.

After the murder of Mr. Grosvenor, and the six weeks of anxiety and danger spent in extracting sil-

Affairs in Arizona
Terrible Times in... Deserts
New York Times
October 5, 1861

Item #6

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ver—in removing the company's personal property to Tubac—in the paying off of debts, and in carrying us out of the country, I succeeded in getting every thing to Tubac. Leaving all in charge of the book-keeper, I thought I would visit some interesting localities.

Starting with Mr. P—— and Mr. W——, I went to the Cahuabi mines, about one hundred miles west of Tubac. We had a very pleasant trip, until, when on our way back, W—— shot himself accidentally. We were sixty miles from any white settlement, one hundred from any doctor, and encamped under a tree in a Papago village, the thermometer 110 degrees in the shade. Mr. P—— started with a guide to bring an ambulance from Arivacca, while I remained with the sick man. P—— and the guide both got lost. The latter was found, just on the point of death from thirst and hunger, four days afterwards, off in Sonora; and P——, after two or three days' wandering, reached Arivacca, also nearly dead, and learned that the Indians had stolen all his mules and horses, and had wounded three and killed one of his men. He could send no ambulance.

Fearing that the wounded man would die, I was on the point of cutting for the ball, while still in him, when a Mexican ox-team came on—the only one that had ever passed that way. This was going to Sarici, in Sonora, 140 miles distant. Putting the patient into the wagon, we started and traveled about a week, most of the way over a most infernal desert, with the thermometer at 120°. On reaching Sarici, I was taken down with a fever for about a week. After recovering from this attack, and W. doing well, I left for Arivacca.

Mr. P. and myself then went to Tubac, to make our final preparations for leaving the country. We had been there but a day or two, when a man came in, saying that he and another had been attacked by an Apache war-party at the Canoa, a ranche about twelve miles off, on the high road to Tucson. He had escaped, and saw a large party pursuing his companion, and believed the Americans at the Canoa had been killed. At sunrise, five of us started for the Canoa. On the way, we found the missing man, wounded, but he had escaped by desperate fighting. Arriving at the Canoa, we found the dead bodies of three Americans and a friendly Papago. One of these was Mr. RICHMOND JONES, Superintendent of the Sopori Mining Company. He was shot and lanced, and a pitchfork was still sticking in his side. We buried the dead as well as possible. The war-party consisted of about sixty or eighty well-mounted and armed Apaches.

They destroyed everything at the ranche, obtaining arms for more than twelve men, and fifty pounds of powder. They then took two hundred and fifty head of cattle from the Sopori, killing the herders and driving them within sight of Fort Buchanan, where they camped all night. This was followed by daily murders by the Indians, and, as the troops were leaving, the terrified settlers—nearly all old frontiersmen—flocked into Tubac and Tucson.

P—— and myself left for Arivacca, although it was thought almost impossible for us to get there. We stopped at the Heintzelman mine, where I thought of remaining a week, but we finally concluded to go to Arivacca. In two days, according to instructions, one of the Americans came from the mine, to attempt to carry the mail through to Tucson. The next day he started for Tucson, but soon returned, bringing the news that the Americans at the mines, three in all, had been murdered by the Mexicans. One of the murdered was Mr. POSTON's brother, who was in charge of the mine. This happened on the 23d of July, the same date with the murders at the San Pedro, last year.

Five or six assassins came up from Hermosillo to kill the two POSTONS, but finding we were too strong at Arivacca, they went to the mines, where the twenty Mexican miners joined them. They carried off about $1,000 in coin, besides goods and arms, among which was my rifle. While I was at the mine, attending to the removal of the bodies, having with me most of the white men, the Mexicans at Arivacca rose and would have murdered POSTON and the few Americans with him, and ourselves on our return, had the negro cook not been too quick for them in giving the alarm, and telling the whites to arm themselves.

There was then apparently but one road left open to us; that was across the desert, and through the

Affairs in Arizona
Terrible Times in... Deserts
New York Times
October 5, 1861

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Papago, with nothing but our arms, and on horseback. It was exceedingly dangerous to try to reach Tucson, and when there it was impossible to say when we could get out; besides, it seemed probable there would soon be trouble with the Mormons. While we were hesitating a Mexican gentleman arrived from Sonora with a train of wagons. He brought news that a ship would arrive at Port Lobos in a few days, by which we could sail for England. Wishing to save some of our baggage, we started with him. Arriving at Caborca, we found that the ship would not arrive for several months, and thus we were in a worse position than ever. Only two roads remained: one was to pass the desert to Fort Yuma, 300 miles distant, with almost the certainty of having one stretch of 120 miles without water, owing to the dryness of the season. The other was to try the road by Hermosillo to Guaymas. We were in very close quarters, and I must confess that neither of us thought to get out with our lives. We received news that a party was forming in Sarici to take Arivacca, and we knew that a number of Mexicans were impatiently awaiting our departure to waylay us.

It was quite natural they should do so. Here was the lessee of the Heintzelman mine, with very heavy trunks and boxes full of silver, and no doubt a great deal of gold coin, as they supposed. No one among our few friends could deny the probability of their attempting it, but they could do nothing for us.

It was decided to be better to risk the desert than the road through Sonora.

We hired three mules and a packer to take our baggage and provisions through to the Colorado River. We had brought the negro cook from Arivacca, and finding an American, engaged him also to go through to Los Angelos, in California, with us. We were four Americans well armed, and could have fought well if it had been necessary.

The American we had engaged to go with us was one of those terrible old Californians, a very desirable friend in this country, but an awful enemy, and who think no more of killing a Mexican than of eating their breakfast. I soon divined that he was one of the gang that about ten years ago went to the Cienega, in Sonora, where, as he would express it, they "slightly jayhawked" an old priest and all the inhabitants of the house where they stopped, robbed the Church of $20,000 or more, and taking the stock, rode through Caborca with the priests robes as saddle blankets. He knew the road perfectly, and we regulated our movements accordingly. Reaching a place where the road turns off to Sonoita, in the evening, we told the packer we would go by Sonoita. The next morning, soon after starting, before we reached the turn off, on examination, some distance from our trail, we found the fresh tracks of ten horsemen, whc

Affairs in Arizona
Terrible Times in... Deserts
New York Times
October 5, 1861

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AN ARIZONA CLOUD-BURST.: SIX IMMENSE RIVERS COME DOWN THE HILLS UNDE
New York Times (1857-1922); Oct 7, 1883;
ProQuest Historical Newspapers: The New York Times (1851-2009)
pg. 4

AN ARIZONA CLOUD-BURST.

SIX IMMENSE RIVERS COME DOWN THE HILLS UNDER A CLOUDLESS SKY.

From the Tucson (Arizona) Citizen.

On Sunday afternoon one of those curious phenomena of nature occurred about 30 miles south-west of Tucson, and from the description given by eye-witnesses it was the largest cloud-burst ever known in this country. From Judge R. D. Ferguson the following account was gathered: On Sunday he was returning from a trip to the southern part of the county. At 10 o'clock he put up at Brown's station to await dinner and avoid the heat of the day. The sky all day was cloudless, except a thunder-storm that was observed traveling the summits of the Santa Catalinas and disappearing over the Rincons in the north-east. Otherwise not a cloud or a vapor of any kind was to be seen. The sun was shining in all his vigor, and as he passed to the west his strength and glory seemed undiminished. At 3 o'clock Judge Ferguson resumed his journey toward Tucson. He had come about five miles, when his attention was attracted by a roaring and crackling toward the west, and looking up he saw a river of water, as as big as the Santa Cruz when it runs through Warner's mill tail-race, coming toward him. Telling his driver to halt, they stopped on top of a little knoll, and watched the waters as they violently plowed the desert, tearing up stones and brush. They had evidently spent their force. After the flood had passed by the face of the country was disfigured, and a large gutter had been cut across the valley. The current came down off a small range of low, rolling hills to the west. Although the Judge and his companion strained their eyes in the direction from which the water came not a cloud was to be seen. After the water had subsided sufficiently to let them pass they went on. They had hardly gone half a mile when, to their astonishment, there was another stream equally as large as the first one. Again they peered toward the west in hopes to find some indication of its source. Passing on their astonishment was doubled to find another stream, and in this manner five successive raging currents were crossed. But all their reserve was called forth when four miles from where they struck the first stream they discovered a sixth one as large as all the others combined. Its angry waters were roaring and hissing as if maddened at the resistence they met on their way from the hills down to the desert. This river was unfordable, and to cross it was impossible, so they halted on a knoll and watched it for two or three hours as it boiled and sizzled and cut a bed for itself, in some places as deep as 15 feet and over 200 yards wide. It was not till after sundown that they dared to attempt a crossing. What renders it so curious is that no one at Brown's station saw the clouds. It may be possible that some hidden springs were uncorked by some subterranean earthquake. At any rate, it is a great wonder.

An Arizona Cloud-Burst: Six Immense Rivers Come Down the Hills...,
New York Times,
October 7, 1883

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Washington, D. C., Dec. 9.—The annual report of Richard E. Sloan, governor of Arizona, to the secretary of the interior, was made public today. The governor devotes the first part of his message to a statement of what the constitutional convention did, and then continues:

Population.

The census of 1910 showed the population of the territory to be 204,354. The time of year at which the census was taken was not favorable for a full enumeration as many of our people were absent from the territory at that time. I estimate the population of the territory at present to be not less 225,000. The increase in population during the past year has been confined largely to the farming sections.

Arizona University.

To no other of her public institutions may the people of the territory look with such expectant pride as to the University of Arizona, the culmination of her public school system.

The university during the past year has in all respects kept pace with the progress and development of the territory. It maintains as high a standard of efficiency as similar institutions in other states and territories in the ordinary academic courses of study, and in addition to meet the requirements peculiar to the west, presents courses of exceptional thoroughness in civil engineering, mine engineering and metallurgy, and it is announced for the coming year that two new courses will be added, one in electrical engineering and one in agriculture, a four-year course in each. A preparatory course is also maintained.

The equipment is of the best and additions are being made as occasion requires, all the departments of science being amply provided for in this regard.

The student enrollment for the year was 195. Eleven were graduated at the annual commencement in June, 1911.

Normal Schools.

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Mining.

The mine production of the territory for the year 1910 as appears from the returns made to the territorial auditor as required by law was slightly less than for the year 1909. The gross production for the year was as follows:

Copper, pounds	295,275,527
Gold, ounces	142,252,803
Silver, ounces	2,092,738,461
Lead, pounds	1,068,093
Zinc pounds	6,134,418

There was a slight falling off in the production of copper, some increase in the production of gold, a material decrease in the production of silver and lead, and a slight increase in the production of zinc.

The gross value of production for 1910 was $42,229,282.56, a decrease in the value of the production for the year as compared with 1909 of $717,462.63.

The Miami Copper company began production by starting up two units of its concentrating mill and is treating 2000 tons per day. The Ray Consolidated company at Kelvin, also began production in the month of April,

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and is now operating four units of its 5000 ton concentrator.

The Imperial Copper company, owing to financial difficulties, ceased operation early in this calendar year. The United Verde at Jerome, the Copper Queen, Calumet and Arizona, and the Lake Superior and Pittsburg at Bisbee, the Old Dominion at Globe, the Arizona Copper company and the Detroit Copper company at Morenci, and the Shannon Copper company at Clifton, have each maintained relatively the same production as heretofore.

The gold mines of Mohave county have to some extent increased their production and at the same time have added largely to their reserves of ore.

Deaths and Births Increase.

The superintendent of public health reports that the total number of deaths registered for the year was 3194, an excess of 140 over the previous year. Excluding indians the death rate for 1911 was 15.88 per 1000 inhabitants. This is a slight increase over last year. The disease ranking highest among adults for cause of death during the year was tuberculosis, which, for the most part, was acquired elsewhere than in Arizona.

The total number of births reported for the year was 3562, of which 111 were stillbirths, leaving 3451 live births. This is an increase of 383 live births over the previous year and is a rise in the birth rate from 15.7 to 16.9 per 1000 population. Excluding indians the birth rate was 17.1 per 1000. There were 47 twin births as against 27 for the previous year. Four sets of triplets made their appearance and two full sets of them remained alive.

Receipts and Disbursements.

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ing districts of the territory.

Agriculture Experiment Station.

The work of the station during the year has been unusually fruitful in results, particularly in the line of dry farming experimentation.

Dry farming stations are being conducted in the Sulphur Spring valley, near Douglas, at Snowflake in Navajo county, and a new station has just been established north of Prescott. Cultural work of all kinds is being done at the various experimental stations. The one at Phoenix is making a specialty at present of sheep breeding; at Yuma the work is along the line of intensive gardening; at Tempe the growing of dates is being studied, with the result that a method of quickly and successfully curing dates has been discovered, which will in all likelihood lead to the growing of this delicious fruit in the territory on a large scale as a commercial undertaking. In Pima county the station is experimenting along the line of range recuperation and renewal.

Railway Commission.

The railway commission has had before it many cases involving complaints as to rates, charges, overcharges, and other matters concerning which shippers and carriers have failed to agree and in many cases has succeeded in bringing about a satisfactory adjustment.

The following statistics relative to the railway mileage within the territory may be of interest:

	Miles
Arizona & California Ry Co....	106.84
Arizona & New Mexico Ry. Co..	41.06
Arizona & Swansea R. R. Co..	21.70
Arizona Eastern R. R. Co	387.07
Arizona Southern R. R. Co	20.30
Atchison, Topeka & Santa Fe Ry. Co	408.33
El Paso & Southwestern Co..	183.62
Grand Canyon Ry Co.....	66.89
Johnson, Dragoon & Northern Ry. Co	8.20
Morenci Southern Ry Co.....	17.87
Ray & Gila Valley R. R. Co....	6.54
Santa Fe, Prescott & Phoenix Ry Co	257.40
Shannon Arizona Railroad Co..	10.70
Southern Pacific Co.....	557.10
Tucson & Nogales R. R. Co....	10.21
United Verde & Pacific Ry. Co	26.26

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In addition to the work begun and prosecuted during the calendar year 1910 on road construction, a territorial bridge across the Gila river at Florence was begun and finished.

A bridge across the Verde River in, Yavapai county, on the course of the north and south highway, was begun during 1910 and completed during 1911. This bridge is of steel construction, resting upon concrete piers.

During the present calendar year the work of building a bridge across the Salt river at Tempe has been begun. This bridge will be of a type similar to that of the Florence bridge. Its length, however, will be 1,520 feet.

During the present year a contract was let for the completion of 15 miles of road in Pima county through the Santa Rita mountains, which affords communication between Tucson and the southeastern section of the territory. Another contract was let between Flagstaff and Prescott. Contracts have also been let for the continuance of teh road work from Prescott south over the Senator divide through the Bradshaw mountains.

Summarizing the work which has been done under the good roads law at the date of the writing of this report, there has been constructed two bridges, one at Florence and the other at Camp Verde, and substantial progress has been made in the construction of the bridge across the Salt river at Tempe. There have also been constructed 111½ miles of road. Besides this actual construction, preliminary surveys have been made of 700 miles of additional highways.

The cost of road making up to the end of the fiscal year would not quite approximate an average of $2000 per mile. The roads built and now being built are at points presenting the greatest expense in the cost of construction. I estimate that the building of an additional 150 miles of roads similar to those constructed will complete the system through the mountainous and difficult portions. The Territorial Good Roads association was formed during the year.

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and the average age of all is 74 years and 9 months.

Irrigation and Farming.

The most notable event which has transpired in the territory during the year was the completion of the Roosevelt dam. This event was fittingly celebrated on March 19.

At Yuma the work of constructing the siphon under the Colorado river to conduct the water diverted by the Laguna dam from the Colorado to the Arizona side was continued during the year. It is expected that the siphon will be completed early in 1912, which will make available an abundance of water for the irrigation of at least 130,000 acres of land in Arizona.

The Salt river project, of which the Roosevelt dam is the principal feature, will cost when fully completed in round figures $10,000,000. Included within this reservoir district are 240,000 acres of land which are to be irrigated from the reservoir supplemented by the normal flow of Verde and Salt rivers. It is the expectation of the reclamation service that an additional 50,000 acres may ultimately be reclaimed and cultivated by means of pumping underground water. The power generated from the stored water at Roosevelt will supply these pumping plants. When the power plants now being built at Roosevelt and in the valley are completed 15,000 horse power will be developed. The cost of the project will approximate $50 per acre. The reclamation law and the contract between the Water Users' association and the government call for the payment of the cost of the project within 10 years after its opening, the cost to be divided into 10 yearly instalments. It is expected that the project shall be open in 1913. It has already become a serious question with land owners whether it is not advisable to secure, if possible, an extension of time within which the repayment shall be made. It is probable that the matter may be presented to the department of the interior at an early date, and then if the department shall favor an extension congress will be asked to enact the needed legislation to permit of the extension. A great deal of capital is needed for the proper development of the valley, and if the burden of these payments was lightened by extending the time for repayment to 20 or more years, great benefit would be derived from such policy. There were shipped from the Salt River valley during the season 1,120 cars of cantaloupes and other melons.

About 4,000 acres were planted to

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sugar beets. This is a decrease from 1910, so that the production of sugar at the beet-sugar factory at Glendale was less than last year. The coming year, however, promises to show a material increase in the acreage.

In many parts of the territory, particularly in the Sulphur Springs valley in Cochise county, north of Prescott in Yavapai county, and in Navajo, Apache and Coconino counties, an increased acreage was planted and cultivated by dry-farming methods.

Land under ditch with water may yet be had at reasonable prices in the territory. It varies from $50 to $250 per acre, depending largely upon location. The dry-farming area, through experimentation thus far made, appears to be larger than was at first thought probable. There is yet room in the territory for a great many people who may desire to own and cultivate lands.

Livestock Industry.

The livestock industry in Arizona is exceeded in importance only by mining and agriculture. This is so because the greater portion of the territory is and will doubtless continue to be devoted to the open range industry. Cattle growing ranks first in importance and sheep growing next. There are probably not less than 800,000 head of range cattle and not less than 1,000,000 head of range sheep in the territory, exclusive of those in Indian reservations. During the year there were 250,133 head of cattle of all classes slaughtered within the territory and shipped to points outside of Arizona. This would indicate that the estimate of 800,000 head of range cattle in the territory is quite conservative. The condition of the public ranges, therefore, is of vital concern to the live stock industry. The year has been unusually favorable in that regard. On the whole the sheep industry was fairly prosperous. A large part of the sheep growing section of the public range lies within the forest reserves, particularly the Coconino, Sitgreaves and Prescott reserves. The industry, therefore, is interested in the management and control by the forest service of grazing within the reserves. I am pleased to be able to report that year by year there appears to be less friction between stock growers and the forest service in the matter of the issuance of permits and less complaint generally growing out of the control and regulation of grazing by the officers of the service.

Horticultural Commission

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Ore Production In Arizona For a Year

Following table shows the gross product for the year 1910, of the mines and mining claims of Arizona, compiled from the verified statements filed with the territorial auditor:

Name of Company.	County.	Copper. Pounds.	Gold. Ounces.	Silver. Ounces.	Lead. Pounds.	Miscel-neous.	Total value.
Arizona Marble Co	Cochise	.....	.....	.....	.....	*5,043	$10,086.00
Arizona United Mining Co	Cochise	117,757	.....	.....	.....	....	15,000.00
Calumet & Arizona Mining Co	Cochise	28,031,924	7,269,360	206,211,000	.....	....	3,831,256.10
Commonwealth Mining & Milling Co	Cochise	.....	535,740	19,361,100	.....	....	21,429.23
Copper Queen Consolidated Mining Co	Cochise	68,786,131	12,430,273	547,501,960	696,118	....	9,342,697.42
Great Western Copper Co	Cochise	2,256,964	.....	.....	.....	....	287,492.03
Herschell Mining & Milling Co	Cochise	9,325	426,109	41,619,400	59,945	....	34,921.19
Leonard Copper Co	Cochise	582,730	939,455	54,257,300	.....	....	122,666.74
Shattuck-Arizona Copper Co	Cochise	14,751,000	.....	.....	.....	....	1,878,982.38
Superior & Pittsburg Copper Co	Cochise	26,183,146	6,016,960	205,825,000	.....	....	3,569,667.26
Tombstone Consolidated Mines Co	Cochise	.....	271,819	15,110,871	41,778	....	15,558.18
Wolverine & Arizona Mining Co	Cochise	392,608	.....	.....	.....	....	50,010.41
Arizona Commercial Copper Co	Gila	1,273,374	.....	25,008,000	.....	....	175,578.15
The Gibson Copper Co	Gila	315,560	.....	.....	.....	....	40,196.04
Old Dominion Copper Mining & Smlt. Co	Gila	20,660,342	360,275	53,975,060	.....	....	2,668,030.35
Superior & Boston Copper Co	Gila	1,910,923	.....	44,676,000	.....	....	267,308.78
United Globe Mines	Gila	4,321,831	241,000	54,889,000	.....	....	584,854.21
Warrior Development Co	Gila	5,275,529	.....	.....	.....	....	671,996.88
Arizona Copper Co. (Ltd.)	Greenlee	33,391,530	.....	.....	.....	....	4,253,413.09
Clifton Copper Mines (Ltd.)	Greenlee	206,419	.....	.....	.....	....	26,293.75
The Detroit Copper Co. of Arizona	Greenlee	22,546,047	.....	.....	.....	....	2,871,935.08
New England & Clifton Copper Co	Greenlee	1,081,695	.....	20,161,720	.....	....	148,570.00
Shannon Copper Co	Greenlee	15,873,481	984,472	47,736,670	.....	....	2,067,845.48
Standard Consolidated Copper Co	Greenlee	50,582	3,347,240	.....	.....	....	8,233.51
Standard Copper Mines	Greenlee	270,540	.....	47,630	.....	....	34,486.92
Vulture Mines Co. of Maine	Maricopa	.....	3,015,000	1,092,000	.....	....	62,906.30
C. O. D. Mining Co	Mohave	.....	129,000	26,622,000	26,049	....	18,224.07
Goldroad Mining & Exploration Co	Mohave	.....	29,508,503	14,603,480	.....	....	617,751.57
Grand Gulch Mining Co	Mohave	489,536	.....	2,839,000	.....	....	63,875.56
The Needles Mining & Smelting Co	Mohave	.....	97,145	2,538,170	134,258	....	14,625.55
Tom Reed Gold Mines Co	Mohave	.....	23,450,303	10,866,470	.....	....	490,540.50
Union Basin Mining Co	Mohave	.....	880,000	29,146,000	32,634	....	368,558.80
El Tiro Copper Co	Pima	216,074	.....	.....	.....	....	27,523.51
Imperial Copper Co	Pima	5,469,162	.....	78,512,000	.....	....	738,654.79
Twin Buttes Mining & Smelting Co	Pima	258,675	.....	3,446,000	.....	....	34,793.15
Frank & Josephine Powers	Santa Cruz	.....	13,000	79,389,210	.....	....	42,730.82
Consolidated Arizona Smelting Co	Yavapai	1,757,506	1,274,900	35,543,900	.....	....	269,234.30
Cleopatra Copper Co	Yavapai	105,000	.....	.....	.....	....	13,374.90
Congress Consolidated Mines Co (Ltd.)	Yavapai	10,008	7,969,000	17,162,000	1,052	....	175,220.08
Grand Canyon Lime & Cement Co	Yavapai	.....	.....	.....	.....	....	85,319.35
Griffin & Co	Yavapai	1,170	535,266	1,915,430	6,728	**1,152	12,209.15
Lelan Gold & Copper Co	Yavapai	.....	1,090,000	1,411,000	.....	....	23,284.98
Miller Bros	Yavapai	.....	.....	.....	.....	!13,000	10,400.00
Mt. Elliott Con. Mines Co. (Ltd.)	Yavapai	.....	976,660	.....	.....	....	20,187.58
Penn Arizona Mining Co	Yavapai	.....	1,524,720	5,133,510	67,058	....	37,243.07
Puntenney Lime Co	Yavapai	.....	.....	.....	.....	....	43,500.00
Tiger Gold Co	Yavapai	15,078	2,917,760	7,794,440	.....	18,163	67,307.87
United Gold Mines Co	Yavapai	.....	825,360	.....	.....	....	17,060.19
United Verde Copper Co	Yavapai	38,663,880	19,266,915	398,247,140	.....	....	5,624,449.24
Yavapai Cons. Gold-Silver-Copper Co	Yavapai	.....	11,668	33,324,000	2,473	13,155	18,207.67
Golden Star Mines Co	Yuma	.....	15,945,000	7,492,000	.....	....	333,590.32
Total		205,275,527	142,252,803	2,092,738,461	1,068,093	50,513	42,229,282.56

*Cubic feet, marble (first year in which any marble has been reported). **Units, iron. !Tons, silica.

Two zinc companies, Needles Mining & Smelting Co. and the Union Basin Mining Co., produced 6,134,418 pounds of this metal and two comnies, the Grand Canyon Lime & Cement Co., and the Puntenney Lime Co., produced 25,763 tons of lime.

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PACIFIC SLOPE.

ARIZONA AGAIN FLOOD VICTIM.

Heavy Rains Damage Bridges and Delay Trains.

High Water Cuts Off the Capitol Building.

State Prison Directors Meet. Counterfeiters Caught.

[BY THE ASSOCIATED PRESS—P.M.]

PHOENIX (Ariz.) Feb. 4.—On account of washouts, there was no Santa Fé, Prescott & Phoenix train to or from Phoenix today. Phoenix & Eastern trains were annulled on account of damage to bridges across Gila River at Twin Buttes and Kelvin. The southbound Maricopa and Phoenix train was annulled on account of fears of the stability of the bridge over Gila River this side of Maricopa.

Employment of a big force of men to prevent disaster is the condition here tonight. Gila River is higher than ever before known; and, though the crest of the flood has not reached Maricopa bridge, the river is reported higher at Kelvin than it was during the flood three weeks ago, which took out or damaged all bridges. Phoenix & Eastern bridges are badly damaged.

The Santa Fé expects to have trains tomorrow, but this is doubtful, as several miles of roadbed act as a breastwork to the so-called Cave Creek flood, and undoubtedly great injury has been done to this track. The train which left this morning went to Alhambra, five miles from here, and was abandoned, the passengers coming back in carriages, through water three or four feet deep. The southbound train due at 1 a.m. is still at Wickenburg. Between Alhambra and Wickenburg, it is rumored, the approach to the new bridge has been badly damaged.

STORM IS GENERAL.

The storm is general all over Arizona. The rainfall here up to last night, three days, totals an inch and a half, but the damage is being done by rainfall elsewhere.

One man, an old German who lived on an island in Salt River, with his family, was drowned. Two of his boys were rescued, but at last account his wife was still there, with the flood rapidly eating away her little foothold which is but three feet above water.

Aside from railroad conditions, this city has been all day in excitement from the flood that swept across the county from the mouth of Cave Creek, which is ordinarily swallowed up in the desert above Glendale.

The flood from this desert stream crossed the Arizona canal to the embankment of the Santa Fé road, then swept back southeast along the embankment, and, crossing the west end of the city, surrounded the Territorial Capitol. The water lacked but an inch or two of entering the building.

In that section of the city, about the Capitol, dozens of houses appear in a vast lake with water running into some of them and over the porch floors of others. Some families moved and many "tent dwellers for health" were driven out.

SANTA FE TRAIN TURNS BACK.

[BY THE ASSOCIATED PRESS—A.M.]

PHOENIX (Ariz.) Feb. 4.—Phoenix, with the surrounding country, is again excited by flood conditions. It has been raining for over two days, but the total precipitation is less than an inch. Today Salt River is very high, however, and fears are expressed for the safety of the Gila River bridge on the M. and P. Railroad, but recently repaired after two weeks out of service.

This forenoon flood water swept across the country from a point where Cave Creek mouth is lost in the desert, via Glendale, and across irrigating canals, as it did in the flood three weeks ago.

Many persons have been forced to leave their tents, temporary abiding places. Water surrounds the Territorial Capitol. A Santa Fé train started out this morning, but got only a few miles when it had to return, as the "cross-desert" flood runs against its grade, which forms the dam that turns the water toward Phoenix.

Advices from Globe say the Gila Valley, Globe and Northern Railroad between Globe and Bowie is badly washed out.

Arizona Again Flood Victim, Heavy Rains Damage Bridges and Delay...,
Los Angeles Times,
February 5, 1905

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Longfellow Incline.

~~soon be established in this city. A stock company has been formed. Messrs. J. Brackstein, Henry Hill and Jas. H. Kirby are among the interested parties.~~

Arizona Copper Company.

The history, growth and development of Clifton practically began with the advent of the Arizona Copper Company, which enjoys the distinction of being exclusively a Scotch concern, with headquarters at Edinburg, Scotland. It was organized in August, 1884, and since that time has expended vast sums of money in the erection of reduction plants, concentrators, railroads and other improvements necessary to develop and make productive their many valuable mines and holdings in the district. Their lands comprise upwards of 400 acres, and they cover several of the best producing copper mines in the district, that has netted handsome returns to the company in the way of dividends. The company has in the past had to overcome many obstacles and difficulties marking the development of its properties, but these have been surmounted and conquered by the display of determination, pluck and rare business judgment displayed by the management of the head of which as president is James Colquhoun, one of the most widely known and successful mining men of the Southwest, who is ably assisted by Norman Carmichael, assistant general manager, and A. T. Thomson, cashier. This great company, with its large and extensive holdings, gives profitable employment to a large number of men. The Clifton-Morenci Mining District, so-called, in the very heart of the district and in which are located the most productive mines, is about eight miles in length with an average width of four miles. The principal mines and claims are owned by the Arizona Copper company, the Detroit Mining company and the Shannon Copper company. The Standard Copper company, the New England and Clifton company and the Gold Belt Development and Reduction company are also the owners of valuable claims. The Detroit Copper Mining company operate a smelter at Morenci. The Arizona Copper company operate a large smelter and reduction works at Clifton, as does the Shannon Copper company at the same place. The most important producing companies are those above named. Transportation facilities have been greatly extended and improved in recent years. The ore bodies are mostly of great width, very continuous and easily broken. Almost every system of mining is employed, the aim being to employ that particular system best adapted to the natural conditions. The Arizona Copper company, whose headquarters are at Clifton, employ 2500 men in their smelter and mines, with an average monthly payroll of $200,000. The Shannon Copper company, whose smelter is also at Clifton, employ 800 men with a monthly payroll of $57,-

(Continued on Page Twelve.)

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state department.

CLIFTON, A GREAT CAMP.

(Continued From Page Nine.)

000. The production of the Arizona Copper company for the year 1906, was 26,000,000 pounds of copper. That of the Shannon Copper company was 12,000,000 pounds. The total production of the Clifton-Morenci Mining district was 56,000,000 pounds valued at upwards of $10,000,000.

Arizona Copper Co.'s Stores.

The Arizona Copper company have four large stores, the central one being at Clifton and the branch stores at Morenci, Metcalf and Coronado. As is customary with department stores in Arizona mining camps, everything that can be thought of for personal, house or family use is to be had in any of the four establishments. These stores are heavily stocked with the latest and best goods to be obtained in the markets, fitting all needs and purses. They are thoroughly organized and in charge of experienced managers, who have every facility at hand for the rapid dispatch of orders and business. The annual sales of these stores is very large, and goods are sold at reasonable prices. The stores are under the supervision of E. M. Williams, who maintains his headquarters at Clifton. The Clifton store is one of the largest department stores in the Territory. In order to accommodate their large and expanding trade, a large new addition to their store is being built. A handsome separate store is now occupied by the drug department, which carries a full line of pure drugs, patent medicines and sundries.—El Paso Herald.

times before a successful picture was taken.

President Roosevelt is probably the

Arizona Copper Company,
Bisbee Daily Review
April 14, 1907
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ARIZONA FLOOD SWEPT: Three Persons Drowned and Many Houses Wrecked. ...
The Washington Post (1877-1922); Dec 24, 1914;
ProQuest Historical Newspapers: The Washington Post (1877-1996)
pg. 9

ARIZONA FLOOD SWEPT

Three Persons Drowned and Many Houses Wrecked.

PASSENGER TRAIN MAROONED

Two Mexicans Lose Their Lives After Hanging for Hours in Tree—U. S. Soldier Perishes at Naco—Ranch Houses by Dozen Washed Away—Usually Dry Canyons Filled With Raging Torrents.

Tucson, Ariz., Dec. 23.—Floods, the result of a week of practically unbroken rainfall, have inflicted severe damage on nearly the entire area of the State lying between Phoenix and the Mexican border.

Three persons, so far as known tonight, have lost their lives; live stock by hundreds of head have been drowned; ranch houses and city residences have been wrecked or washed away by torrents roaring through what usually are dry canyons, and traffic by rail, highway, and wire either has been badly crippled or completely suspended.

Crest at Tucson.

The most serious damage seems to have been suffered in that part of the Santa Cruz valley lying 30 miles south of here.

Dozens of ranch dwellings were destroyed in the vicinity of Amado. Two Mexicans were drowned there after they had hung in the branches of trees for hours awaiting rescue. A United States soldier was reported to have been drowned in a big wash at Naco. An open cut a mile long, containing machinery costing $500,000, which served the Tucson Farms Company project, went under water today. Poles coming down the river a little later indicated that the power lines had been destroyed.

At Bisbee floods poured through the deep canyons between the mountains and inundated portions of the business sections.

Several Towns Isolated.

Nogales remained isolated tonight, also Fort Huachuca, Florence, and Ray, the two latter being near Phoenix, where the Salt River valley irrigation project, with its extensive and costly canal system, suffered severely.

The full extent of loss, both in lives and property, could not be ascertained tonight owing to continued rains and to the fact that many of the ranching communities in the path of the floods could not be reached.

A Southern Pacific train on the line between Tucson and Nogales was marooned by washouts of trackage on both sides of it. The passengers were without food for 24 hours. Then they made their way to neighboring ranches.

Detachments of national guardsmen were sent out tonight to aid flood sufferers and guard threatened points.

National guardsmen tried to swim their horses across 3 miles of water neck deep at Sahuarita, 19 miles south of here, in response to telephone calls for help. Their efforts to reach a house where a family was crying for help failed.

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Arizona Flood Swept Three persons Drowned and many Houses Wrecked
Washington Post, December 24, 1914

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ARIZONA'S MINING REGION

INFLUENCES WHICH HELP AND RETARD DEVELOPMENT.

THE PRESENT RUSH INTO THE TERRITORY—
NATURAL OBSTACLES MET IN MINING—
HOW EASTERN PEOPLE ARE GULLED—
THE MINES WHICH ARE PROFITABLE.

TUCSON, Arizona, May 26.—People from other parts of the country have lately been pouring into Arizona at the rate of hundreds daily, the building of the Southern Pacific Railroad having made many places accessible that heretofore, on account of long desert wastes to be crossed, were difficult and dangerous to reach. The arrivals at Tucson alone have been 50 or 60 a day, comprising all classes—farmers, tourists, miners, and mining sharps. The latter are represented by several well-known men who formerly operated in San Francisco until their reputations became unsavory and they went East. They are now here looking out for fat investments for their Eastern friends. Having bonded a mine, they get the written opinion of experts as to its value, and if they have bonded it for, say, $50,000, they will place it in New-York for $100,000. Their Eastern connections, who are frequently men of high commercial standing, will then send out experts to examine it, and if their reports agree with the story of the man who is placing it, then the mine is accepted, and in the next stage is sold to the dear public in small shares, so that the loss may be widely distributed, for, say, $200,000. It may really be worth $50,000, and on that amount would pay an annual 20 per cent. dividend. The fact that more money can be made by gulling Eastern capitalists and the Eastern public than by legitimate mining is what is retarding the development of this country. There are hundreds of prospectors here who, instead of going ahead to develop their mines and take out and reduce the ore, prefer to dig a hole, expose a vein, which may "peter out" in a short time, and then sell the prospect for whatever it may bring, from a rusty revolver to a fabulous amount frequently. The appearance of a capitalist in a mining district here is the signal for all the prospectors to stiffen prices, and mines that have been offered to boon companions the day before for a jack-knife cannot be purchased for $20,000. "Think I'd sell such a bonanza for $20,000? Bet yer boots I don't."

The great drawbacks to mining in Arizona are a lack of water and of timber. There are thousands and thousands of acres of sterile waste which are beyond all hope of redemption by irrigation. Rivers that head from the mountains with a mighty torrent are lost in the sands of the desert. Sometimes they will run for long stretches through the sand, and reappear on the surface miles away. Then the heat in Summer dries up some of them, so that for months during the hot season no water is in sight. These are obstacles that confront the miners a week for workmen. The population of Tucson is between 6,000 and 10,000, of which one half are Mexicans.

Arizona Mining Region, Influences That Help and Retard Development,
New York Times,
June 6, 1880

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is a growth of pine timber that is almost phenomenal for Arizona. It is ten miles long and two miles wide, and is expected to furnish all the timber required by a large district. So long as they do not use it for fuel, it may last perhaps 10 years, if the district is not greatly developed. The Comstock lode would use it up in five years for shafting and drifts. Mesquit, cotton-wood, and iron-wood, obtained from the deserts and along the river bottoms, are used for fuel, and sell for from $8 to $10 a cord. Water in the Globe district is obtained from Pinal Creek, which flows down from the Pinal Mountains, and is dry for a distance of 10 miles near Globe City most of the year. By sinking to the bed-rock water enough can be obtained to keep up steam in a five-stamp mill, but scarcely enough to furnish water for the batteries. At present no great amount of water is required, but should the miners begin finding any great quantity of low grade ore, they would have to abandon the expensive dry-crushing process, and using the wet-crushing plan would require a much larger amount of water, and they would scarcely be able to find it. And yet interested persons are giving out East that the Globe district of Arizona has plenty of wood and water. Ten miles below Globe City the water of Pinal Creek comes to the surface, and there is a stream of about 200 miner's inches, (a miner's inch is what water will go through a hole an inch square under a pressure of six inches,) and by raising and carrying this to a side hill, enough water might be obtained to supply a 20-stamp mill, which would handle all the ores of the district as at present developed. With the exception, perhaps, of Patagonia district, and a few small isolated localities, nearly every district of Arizona has a similar scarcity of water and wood, which will be felt all the more as the population increases. The cost of transportation of ores and supplies has been much decreased by the Southern Pacific Railroad, and will be still farther lessened when the Atchison, Topeka and Santa Fé Road is completed through northern Arizona, and goods and machinery will no longer have to be shipped by way of San Francisco. The rates of the Southern Pucific Road, however, are very much complained of, as retarding Arizona's development.

The gross production of the Arizona mines last year in bullion was about $3,000,000, but this year it is thought that by reason of the great rush of the past four months, the production will be nearly doubled. New districts are being opened every week, although it is no unusual thing for them to be abandoned almost as soon as they are opened. Here, as in California, some of the old placer diggings are being thoroughly inspected for quartz ledges, and several important developments have been made in placer districts that had been abandoned 20 years ago. The gold washings must, of course, have come from quartz ledges, but in those early days quartz mining was a thing unknown, or at least unpracticed. Now, these ledges are sometimes found to be rich in both gold and silver. An abandoned placer mine in California sold recently for $125,000. A striking illustration of the vicissitudes of mining towns is shown in the history of Gila City, a city without inhabitants, about 20 miles from Fort Yuma. Not many years ago it was a prosperous mining town, with a population of nearly 2,000 placer miners. Gradually the placers gave out, and the town shrunk, until recently, and for years before, only a handful of people remained. Now an Army officer stationed at Fort Yuma has discovered a quartz ledge there, and once more people are flocking into Gila City. Over this very ledge, it is supposed, was washed the gold that once made prosperous a busy population.

The number of paying mines in Arizona is

Arizona Mining Region, Influences That Help and Retard Development,
New York Times,
June 6, 1880

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four mines that pay large profits. In the Tombstone district there are, perhaps, five or six mines that are doing well. In the Pioneer there are two or three; in Castle Dome are several good lead mines; in the Pinal district nothing of any consequence has yet been found; in the Tiger district one good mine has been discovered; in the Peck district there was a good mine, but it has not been paying lately; the Patagonia district has been widely puffed, but has shown little development of consequence. Only large mines are here spoken of, capitalized for large amounts, and owned by numerous stockholders—the public. There are a great many small properties owned by private persons that are paying fairly. Their owners are the substantial men of Arizona, who are building up the country, while mining sharps are pulling it down.

The ores of Arizona differ widely in quality, but in many of the districts, with expensive processes, and a scarcity of water and fuel, ore that does not run from $50 to $75 to the ton scarcely pays for working. One big company, whose stock is well-known and largely gambled in in New-York, adopted the plan of assorting out by hand 300 tons of the richest ore in the mine when it was first opened, and threw the low grade ore to one side. The 300 tons averaged $1,000 a ton and gave the mine such a reputation that the stock, amounting to $10,000,000, run rapidly up to $30 a share, which would make it worth $30,000,000. It is now selling at one tenth of that price. This has all been done within two years. That is where the money in mining is. The plan appears to be to "mine into the pockets of your friends and leave the ground alone; arm yourself with points, and distribute them freely among your acquaintances." Skilled labor here commands $5 a day. Miners can get from $3 to $4 a day. A great deal of work is done by Mexicans, who are hired for $1 a day. Living expenses are from $7 to $10

Arizona Mining Region, Influences That Help and Retard Development, New York Times, June 6, 1880

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soon be supplanted by modern machinery.—Austin Reveille.

Arizona.

The Clifton Copper Era has the following news items this week regarding Graham county mining interests: A solid trainload of copper passed over the Arizona and New Mexico Railroad Monday, it being the first regular freight train over the new extension from Lordsburg to Hachita, where connection is made with the El Paso and Southwestern. Fifteen cars of the copper came from Clifton and seven from Morenci, making twenty-two in all, averaging thirty tons each, 600 tons, or 1,320,000 pounds, a shipment of which any camp might well feel proud. At 10 cents per pound, this one shipment is worth $132,000. Nothing slow about Clifton and Morenci.

Arizona,
San Francisco Chronicle,
September, 13, 1902
Item #13

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ARIZONA.

How to Get There by Way of Sonora—A General Description of the Territory—Its Resources and Future Prospects—Evidence of Ancient Inhabitants—The Need of a Seaport—Emigrants and Capital Wanted.

Correspondence of the New-York Times.

TUCSON, A. T., Saturday, July 15, 1865.

My last letter was written just before leaving the sun-coast for this seemingly distant country, from which I promised some time to write you. After half a year's sojourn within its borders, I propose to redeem the promise—not that I hope to write you anything of unusual interest, but simply give you the impressions I have myself formed. It was not until J. ROSS BROWNE wrote his articles last year, that people on the Atlantic side of the continent had any definite idea of Arizona. He only gives an artist's view of it—glimpses from the roadside—impressions gleaned through the narrow opening of his ambulance, or from the lips of the few he met on his way, whose stories all partake more of romance than reality. His is a description that reads well in *Harper's Magazine*, it illustrated—not such an exhibit of the resources or attractions of the country as would lead the thinking, enterprising man to a further investigation.

Prior to the present difficulties in Mexico, the most practicable route here was by steamer from San Francisco to Guaymas, by stage to Hermosillo, and from thence by private conveyance—a route, after leaving the Gulf, tedious and not devoid of danger. Occasional glimpses of well-cultivated ranches and pleasant scenery relieve the monotony of the trip. In January, when we came up, it was with no small degree of pleasure that we gathered most luscious fruit from the over-laden orange-trees, while we remembered you shivering over your anthracite in the home land. Large cotton plantations, too, gladdened the eye, while busy hands were at work gathering in the valuable crop. One Sonoranian, whose acquaintance we formed, had contracted his crop for $75,000! That part of Sonora seems peculiarly adapted to cotton and sugar; further north the cereals thrive. There are but few points along the whole route of 300 miles, where you see evidence of enterprise. The people generally are an indigent class, contented with almost nothing. A working man, once in debt, becomes a "peon," virtually a slave, subject to imprisonment if he attempts to leave, nearly ever being able to get free from debt, his wages are so small. In fact they do not seem to care to, knowing that as long as they are "peonal" their creditor is bound to support them. Thus they live along, with scarcely clothes to cover them, their food a little flour, bean or pea soup, and sugar (panochal), while for luxuries a cigarette is the ultimatum of their chief desires. It is the fault of their government they need a complete renovation of the whole system; they want FRASER *among them*; an emigration of the right stamp would make their desert to blossom like the rose. It is to be hoped that rumors which have reached us of an intended *emigration* to that State are true; never did a country present greater inducements to the man of enterprise. At present we are shut out from Guaymas. PESQUEIRA, with his wavering and classified army, is at Hermosillo, while the French are at Guaymas. They have had two or three engagements, always resulting in the retirement of the Mexicans. In fact most of PESQUEIRA's men have deserted and are roaming about the State in lawless bands, to-day joining the Liberal party, to-morrow the Church faction. Sonora is in a terrible state of disorder; conscriptions and levies are the order of the day. Those who desire a condition of peace under almost any style of government, are ground down as with a despot's heel. The French in possession of their seaport company virtually the whole State, as there can be no communication from the interior. Liberals, higher up the Gulf from Guaymas, is at present impracticable as a port of entry.

This condition of things in Sonora places the people of Arizona in an unpleasant situation. Now our only means of communication with the outer world is by the Rio Grande to the States, or by Fort Yuma on the Colorado, to Los Angeles, and thence to San Francisco. This latter is the most feasible route at present, consuming nearly a month to complete the journey, and needing a world of patience and endurance. When the overland stages were running, arrangements were so complete, that the trip, considering the distance, was an easy one. It is to be hoped that now the curse of the wilderness of this Line is removed, it will be resumed from the States through. It is unquestionably the most feasible of all the overland routes, and eventually will be the great thoroughfare from the Atlantic to the Pacific. For a telegraph line it is vastly superior to the Northern one.

Arizona is taking her first steps to a high position in the family of States. She has commenced aright by adopting such a code of laws as will insure the highest protection and prosperity to her citizens. From rumors that have reached us we are encouraged to believe that government is awake to the importance of examining into the resources of the territory. The advent of Gen. MOWER, with his column of California troops in our midst, has infused new life into the hearts of the few settlers who have survived the hardships of their isolated condition, and the relentless persecutions of the savages. Now, that there is a hope of protection, they are encouraged to cultivate their ranches. Already fine crops of wheat and barley have been harvested, while corn gives proof of an abundant yield. A splendid opportunity is offering to the enterprising farmer for another year to cultivate the land. Not only have these crops to be fed, but also a population daily increasing. At present most of our supplies are brought from Sonora. Immense tracts of land are here lying idle, rich and easily cultivated, only waiting for the energetic, industrious man to take peaceable possession. In time when they come into market they will be bought cheap; the holder will only have been making his own property valuable. Steps are being taken now to have the territory surveyed. "Only bird gets the worm," Gen. MOWER, in company with Gov. GOODWIN, is making a tour of the country, establishing military posts and devising plans of action relative to dealing such a blow to the Apaches as will render them powerless for further mischief. These Indians have done more to retard the development of the country than anything else, from the moral effect their deeds of cruelty has had upon the minds of those thinking of emigrating hither. They have seemed omnipresent, ever lurking close at hand to strike their victims in an unguarded moment. Scarcely a day passed that we did not hear of parties being attacked, older ones killed, while children were taken into captivity. They are not so bold since the troops came. We believe the energetic course adopted by the General is taking, that if the General Government sustains him, we shall soon be rid of this drawback to our prosperity. Then the country will be safe for emigration, and fill up rapidly. What are its inducements? The agricultural and chiefly mineral resources of a tract of land larger than any of the old States, containing at present not 6,000 people, mainly Americans, anything can be raised here that will grow in a northern climate, or in the same latitude south. The great drawback to agriculture at present is the scarcity of running water. This can be remedied by enterprise, as sufficient can be obtained by sinking wells or boring. A finer stock-raising country never existed. The time has been (so handed down by tradition) that the valleys valleys and gentle slopes were swarming with cattle.

As I said above, the chief resources of this territory is its mineral wealth. In all directions you will find evidences of old mines worked, while the outcroppings of new ones hold out most flattering encouragement to open them, where it can be done with safety. Mines are now being worked, yielding handsomely for amounts invested. They are being worked properly, too, the character of the veins being determined before large sums of monies are invested in machinery. The products per ounces, in most cases, dividends quite liberal. There is one portion of Arizona now held by the Yuma Apaches, that we are anxiously waiting to have made bounds for white men. It is an established fact, that this portion contains extremely rich deposits of the precious metals. A few venturesome men have penetrated there while; fewer returned, but they have brought with them the most flattering proofs of the richness of the mines and their vast extent. The General intends to establish a military post there and to act as expedition against this band. Here there will be no difficulty for the hardy, venturesome seeker for gold to gratify his desires. Rich placer diggings are said to abound there; astonishing stories are told of nuggets the Apaches used to bring out to exchange for powder and lead, but they would never permit the white man to follow them in.

The climate of Arizona is unsurpassed. No miasmatic diseases prevail. The air is mild and dry, well calculated for invalids, especially those suffering from pulmonary complaints. They seem to recover from the most alarming symptoms. The nights are always delightfully refreshing; one can sleep out of doors anywhere with impunity; *there are no dews.* Although the thermometer often through the day indicates from 100 to 120 in the shade, it is not oppressive, for there is always a fine breeze.

The Colorado and Gila (Hela) are the principal rivers. The Colorado is navigable for quite a distance from the Gulf for light draft steamers, which will resume its course in every grand. One often especially through which it usually rushes, is well worth a visit from the lovers of the sublime or picturesque. Its waters are turbid, sublimest effects. For thousands of feet on each side upright perpendicular walls, time-polished, from whose giddy heights looking down a faint glimpse of the river is caught, cold and dark as death. A sensation never yet was reflected from that watery grave.

That this country was once inhabited by a class of people quite advanced in science and the fine arts is an indisputable fact. Evidence of this is seen in many places. There are relics of ancient cities, churches and aqueducts, which in that decayed and now almost obsolete state, indicate the work of a master minds and skilled manipulated labor. But who shall we refer to for a history of these peoples? The knowledge of them is buried with their ashes. The Indian seeks in vain to satisfy its longings, to know who they were and from whence they came. The Papago Indians, who have made this section their home from time beyond their most authentic traditions, cannot throw a shadow of light on the inquiry of who were these pre-occupants of their lands. Old church records are destroyed; peoples and history have passed to Eternity. These Papago Indians are a peaceable, industrious and quite intelligent people. Their traditions are extremely interesting, connected as they are with the history of the Montezumas. I may send them to you some time. In days gone by they had Spanish priests converting them, and still profess a belief in the Catholic religion. They have had no teachers for a long time; their church at San Xavier did Mac, now going to ruins, preserves enough of its former grandeur to indicate that once it was a place of architecture worthy the fabrication of a master mind. At one time it possessed immense wealth. It is said that there was $15,000 in gold and silver candlesticks, were taken from it and carried to Mexico. The old Chief JOSEPH, residing at San Xavier, has some very interesting Spanish records of this church. This little city may come to have a teacher among them. It is a fine opportunity to do a good work at home by some of those societies, so concerned for the welfare of souls abroad. Missionaries can labor among them with perfect safety and promise of abundant reward. They are very desirous of learning agriculture and mechanics.

The Rhone are another tribe equally intelligent and desirous of enlightenment. They occupy a beautiful tract of country on the Gila. Physically, they are a splendid specimen of the red man. The Mohaves are said to be a nation living peace, but valiant in war. You have had their chief in your city. The name of IRTAMBA must yet be fresh in memory. Little by little has suicide to his tribe the wonders of the pale-face land; they will not believe all he says to them, but with an incredulous toss of the head whisper to one another, "IRTAMBA's head is turned." All these tribes are united against the Apaches, and are ready to send out warriors against them.

Gov. GOODWIN is giving the best of satisfaction to his position as Governor of Arizona. He is daily talked of sending him to Congress this Fall, believing that the interests of the Territory will not suffer in his hands. It will only be necessary to place the actual state of the country in their true light, for the people at home to arouse an interest in its speedy development, and not alone for its inherent worth, but from the fact that Loss it bears to another country so in the hands of foreigners.

We feel that "Americans should rule America," and America is the whole continent. The very elements are conspiring for our public improvements, the inducements held out to capitalists, by the Legislature of last Winter, ought to weaken an interest among your moneyed men at once. Transport of goods should be opened, and a line of steamers running to it from Panama, connecting at Mazatlan with San Francisco steamers; a wagon-road should be opened from the past to Tucson, thence north, a route the most feasible from its natural advantages of any in the country.

A grand mistake of our government in the Gadsden purchase, was the failure to secure a port on the Gulf; but the most liberal arrangements can be made with the Mexican Government to open Libertad. This done, more than a hundred miles of land carriage are saved, and there would be an inducement for working the very rich silver and copper mines near our southern boundary by reason of the expensive and uncertain means of transportation. A large number of these mines are only waiting to yield treasures which could be placed on shipboard at far less expense than is incurred in similar transportation on south American coasts, and the ores will pay a larger percentage. In time, of course, attention will be drawn to this; but why delay when there is so much of capital sleeping in your treasury vaults at the East, which might be vastly increased in an enterprise that would assist in building up, in course of time, a full grown State, that would present a formidable barrier to foreign interventions? That there are rich mines here is an incontrovertible fact, but, as before said, at present they are worked in a small way; yet plaches of silver are produced which would come quite a long way among your "heavy men," if exhibited on 'Change.

Near Tucson there are now taking out quite large quantities of silver; also at the Mowry Mines. A Mexican who is working some of the Arizona Mining Company's ores at Cerro Colorado, tells me the yield from a ton will be eight hundred dollars. They have a mill constructing at the mines, but owing to the detention of materials in Guaymas, they are obliged to suspend operations for the present. The Eureqnitta Gold Company have a mill near by completed, and the immense quantity of gold rock they have within a stones' throw of their works, the indications are that this pioneer mill will be a paying concern. They have several Mexicans who are working some of the Arizona Mining Company's ores at Cerro Colorado, tells me the yield from a ton will be eight hundred dollars. They have a mill constructing at the mines, but owing to the detention of materials in Guaymas, they are obliged to suspend operations for the present. The Eureqnitta Gold Company have a mill near by completed, and the immense quantity of gold rock they have within a stones' throw of their works, the indications are that this pioneer mill will be a paying concern. They have several Mexicans who are working some of the Gila River mines, report come to us of the continued richness and success of mines there. Claims have been sold to San Francisco companies at enormous figures. Preparations are being made to bring in a large amount of machinery this year. The value of the mines is established beyond a doubt. A Chaloh, some sixty miles from Tubac, very rich deposits of silver and copper have been opened. The success of these mines depends much now upon the facilities for shipment. If the road be opened to Libertad, the mines will be worth millions.

All that Arizona wants now is protection from the Indians, an overland mail, and a good Gulf port. She will then fill up rapidly, making immediate progress toward an important position. Who will be the pioneers in this enterprise, receiving as a reward honor and wealth, adding a new link to the chain that will girdle a continent?

"The world to the brave grants their own fates,
And fortune with silkiest seat attends
To crown their efforts with success."

Now that the great struggle is over that has so long convulsed our land, the nation *first* in war, again *first* in peace, expects every man to be a patriot, lending a helping hand to blot out the indebtedness her necessities have incurred. In no way can this be better done than by assisting the improvement and development of her Territories, and thus rendering her lands marketable. We have the muscle here of a hardy people, who, even at this great distance from the centre of our national struggles, have not escaped the calamities. They have remained true, and when the solemn tones of the requiem in memory of him who stood at the helm of the ship of State in all her toastings, and perished while on duty, came to their ears, with sad cadence, no deeper feelings of sorrow were stirred in hearts of the trans-Sierra than when the notes of your peace anthem came to us joyously, over vale and mountain top, to tender praise of rejoicing were sung on the Atlantic shore. Weary looking for you for sight was are expecting it; and when your capitalists shall have become so awake to the indications we hold out, that there is enough to fill the same, a return will be made adequate to their most sanguine desires. The Arizona population now thrown back upon you will be seeking adventures and homes. Point them hither, and when, in the days to come, we hold up our hand for adoption, you will never have given a welcome to a prodigal or nobler State.

S. Q. LAPTON.

—An extraordinary electrical phenomenon occurred recently in the forest of Chantilly. About 8 o'clock in the afternoon a waterspout passed across the forest, in less than five minutes' destroying almost everything in its path for a width of fifty yards and a length of nearly five miles. About ten hundred trees, many of them oaks of large size, were either broken off close to the ground or torn up by the roots and shivered to splinters. Two of the cities, renowned for exercising the forces of MM. TERRIER and AMBOISE, are so blocked up with broken trees as to be altogether impassable. The course of the waterspout began about two hundred paces from the station of Orry-la-Ville, and ended at the Carefour St. Remi.

MONETARY AFFAIRS.

The Reunion of the Northern and Southern Churches.

To the Editor of the New-York Times:

I most respectfully ask permission to offer a few remarks on the subject of the reunion of the southern and northern Methodist churches. These remarks spring from the discussion of the topic in the columns of your paper during the week. I cannot speak for other churches. They have their own pens. But, being one of the Methodists, I feel it due to my brethren of the Southern Methodist Church to offer a few remarks on the present aspects of the question, as I understand it.

The Methodist Episcopal Church was, by common agreement, divided into two great bodies, the Northern and the Southern, *twenty-one years ago. Since* that period they have respectively grown, in many respects, quite unlike. So unlike, indeed, that, for one, I deem the reunion an utter impossibility. The attempt, if forced upon the Southern people, would result in a hopeless disgordion into other churches, or new organizations.

It should also be borne in mind that the peculiar structure of the Methodist Church does not make mere "union" essential to the accomplishment of the great spiritual mission. After the separation of the church into two great bodies—the Northern and Southern—it is a historical fact that they both prospered more than at any former period since the days of the minister WESLEY. Nor is there any reason to suppose their reuniting would in any manner increase the usefulness of the body. And there is as much reason in requiring the restoration again of the Methodist Church of Canada, or the union of the British Wesleyans with the Northern Methodist Church, as for the reunion of that church with the Southern Methodist Church. All the countries of Christian intercourse can as easily be maintained between the two bodies as between the three former churches, without consolidation.

Besides, the "Union" would make the body too unwieldy in many respects for the free exercise of its own functions.

Already the quadrennial assembly, known as the General Conference in the Northern Church, must number two hundred and fifty members. That of the Southern has, perhaps, near two hundred. I cannot now pause to refer to statistics. If united, the body, in a few years, would number several hundred, and the inconvenience of such a body, in transacting business, would compel its division. Indeed, at no very remote day it may be found necessary to act on the suggestion of some of our wisest men, and, by general consent, by the Northern Methodist Conference, for the sake of peace and harmony, to make the Southern Church would again and it essential, also, to reestablish her organization.

Nor is this all. The Church South feels the necessity of some slight modifications in her general economy to meet the changed conditions of society and extend her usefulness, and she does and wisely, nor mean to be embarrassed by those who never did, do not, and never can appreciate her character, claims and obligations.

The Evangelical Methodist Church knows nothing of politics. Well equipped for her mission, spiritual and sacerdotal. Nor will she believe the sacred pulpit will be made the mere tool of party, nor, not even with

"The Star Spangled Banner,"

though, she will sincerely pray, that, if

"Ware e'er the land of the free
Shall be trodden by the brave,"

it, however, the "Union" were decreed on the part of the Northern Church, the spirit and temper of the leading officials of the Northern Church are such as to make it impossible for the Southern Church to accede and over the South "flanking" the houses of God, as horses were sometimes "flanked," by loose foragers when non-combatants, and forced to rule.* Without the sanguinary demands in the leading journals for the reunion of church and state, confusion and anarchies. Political journals exhibit far more of the spirit of God than the Scriptural, the secular journals, to say nothing of magnanimity. The Christian Advocates, and the most influential dailies, be left in quiet. They understand their sleepy-eyed, but, if they will only be patient, the Lord will, in the performance of their duties. They will support the government, defend the constitution, observe the laws, render to CAESAR the things that are CAESAR's, and to God the things that are GOD's.

Nor should the Southern Church ask for public repute, and spiritual consolation in the bosom of the Roman Catholic Church. A thousand times over, they relied the bosom of the Northern Methodist Church.

When this battle comes on, come as it may, whether with the pen, the ballot or the sword, the Christian and the South will stand up to fight for her accustomed church. We intend to claim for ourselves and our descendants the heritage of the West of God and the South, true as her characteristic magnanimity, will be no party to the degradation of our sacred altars, and the same humiliation. In view of such a crisis and such a controversy, I would entreat all Southern Christian people to maintain their present aspects, letting the fury rage. The Northern sanctimon expend itself in these disgraceful efforts to make a political church, while they give themselves to the work of the ministry and the cause of Christ and God. Already the Northern Methodist Church stands up a boasting political power in the United States. Her Bishops have boasted that that church elected the late President, ANANAM LINCOLN, and that the Southern never dared of tolerating the idea of so gross a departure from her holy principles of Christian liberty.

Now, if this Northern Church, alone, elected one President, how long would it require for the churches in the United States, Northern and Southern, to make a combined

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How to Get There by Way of Sonora—A General Description of the Territory—Its Resources and Future Prospects—Evidence of Ancient Inhabitants—The Need of a Seaport—Emigrants and Capital Wanted.

Correspondence of the New-York Times.

TUBAC, A. T., Saturday, July 15, 1865.

My last letter was written just before leaving the sea-coast for this seemingly distant country, from which I promised some time to write you. After half a year's sojourn within its borders, I propose to fulfill that promise—not that I hope to write you anything of unusual interest, but simply give you the impressions I have myself formed. It was not until J. ROSS BROWNE wrote his articles last year, that people on the Atlantic side of the continent had any definite idea of Arizona. He only gives an artist's view of it—gleanings from the roadside—impressions gained through the narrow opening of his ambulance, or from the lips of the few he met on his way, whose stories all partake more of romance than reality. His is a description that reads well in *Harper's Magazine*, if illustrated—not such an exhibit of the resources or attractions of the country as would lead the thinking, enterprising man to a further investigation.

Prior to the present difficulties in Mexico, the most practicable route here was by steamer from San Francisco to Guaymas, by stage to Hermosillo, and from thence by private conveyance—a route, after leaving the Gulf, tedious and not devoid of danger. Occasional glimpses of well-cultivated ranches and pleasant scenery relieve the monotony of the trip. In January, when we came up, it was with no small degree of pleasure that we gathered most luscious fruit from the over-ladened orange-trees, while we remembered you shivering over your anthracite in the home land. Large cotton plantations, too, gladdened the eye, while busy hands were at work gathering in the valuable crop. One Sonoranian, whose acquaintance we formed, had contracted his crop for $75,000! That part of Sonora seems peculiar-turesome seeker for gold to gratify his desires. Rich placer diggings are said to abound there; astonishing stories are told of nuggets the Apaches used to bring out to exchange for powder and lead, but they would never permit the white man to follow them in.

The climate of Arizona is unsurpassed. No miasmatic diseases prevail. The air is mild and dry, well calculated for invalids, especially those suffering from pulmonary complaints. They seem to recover from the moment they reach the soil. The nights are delightfully refreshing; one can sleep out of doors anywhere with impunity; *there are no dews*. Although the thermometer often through the day indicates from 100 to 115 degrees, the heat is not oppressive, for there is always a fine breeze.

The Colorado and Gila (Hela) are the principal rivers. The Colorado is navigable for quite a distance from the Gulf for light craft. The scenery toward its source is very grand. One cañon especially through which it madly rushes, is well worth a visit from the tourist who admires nature's wildest, sublimest efforts. For thousands of feet on each side uprise perpendicular walls, time-polished, from whose giddy heights looking down a faint glimpse of the river is caught, cold and dark as death. A sunbeam never yet was reflected from that watery grave.

That this country was once inhabited by a class of people quite advanced in science and the fine arts is an indisputable fact. Evidence of this is seen in many places. There are relics of ancient cities, churches and aqueducts, which in their decayed and now almost obsolete state, indicate the work of master minds and almost unexampled labor. But who shall we refer to for a history of these people? The knowledge of them is buried with their ruins. The mind seeks in vain to satisfy its longings, to know who they were and from whence they came. The Papago Indians, who have made this section their home from time beyond their most ancient traditions, cannot throw a shadow of light on the inquiry of who were these pre-occupants of their lands. Old church records are destroyed; people and history have passed to Eternity. These Papago Indians are a peaceable, industrious and quite intelligent class.

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whose acquaintance we formed, had contracted his crop for $75,000! That part of Sonora seems peculiarly adapted to cotton and sugar; further north the cereals thrive. There are but few points along the whole route of 300 miles, where you see evidences of enterprise. The people generally are an indigent class, contented with almost nothing. A working man, once in debt, becomes a "peon," virtually a slave, subject to imprisonment if he attempts to leave, scarcely ever being able to get free from debt, his wages are so small. In fact they do not seem to care to, knowing that as long as they are "peoned" their creditor is bound to support them. Thus they live along, with scarcely clothes to cover them, their food a little flour, bran or pea soup, and sugar (penocha), while for luxuries a cigarette is the ultimatum of their chief desires. It is the fault of their government; they need a complete renovation of the whole system; they want *Yankees among them;* an emigration of the right stock would make their desert to blossom as the rose. It is to be hoped that rumors which have reached us of an intended *emigration* to that State are true; never did a country present greater inducements to the man of enterprise. At present we are shut off from Guaymas. PESQUEIRA, with his wavering and dissatisfied army, is at Hermosillo, while the French are at Guaymas. They have had two or three engagements, always resulting in the retirement of the Mexicans. In fact most of PESQUEIRA's men have deserted and are roaming about the State in lawless bands, to-day joining the Liberal party, to-morrow the Church faction. Sonora is in a terrible state of disorder; conscriptions and levies are the order of the day. Those who desire a condition of peace under almost any style of government, are ground down as with a despot's heel. The French in possession of their seaport occupy virtually the whole State, as there can be no communication from the interior. Libertad, higher up the Gulf from Guaymas, is at present impracticable as a port of entry.

This condition of things in Sonora places the people of Arizona in an unpleasant situa-

history have passed to eternity. These Papago Indians are a peaceable, industrious and quite intelligent class. Their traditions are extremely interesting, connected as they are with the history of the Montezumas. I may send them to you some time. In days gone by they had Spanish priests among them, and still profess a belief in the Catholic religion. They have had no teachers for a long time; their church at San Xavier del Bac, now going to ruins, preserves enough of its former grandeur to indicate that once it was a piece of architecture worthy the fabrication of a master mind. At one time it possessed immense wealth. It is said that more than $15,000 in gold and silver candlesticks, were taken from it and carried to Mexico. The old Chief JOSEA, residing at San Xavier, has some very interesting Spanish records of this church. This tribe are very anxious to have teachers among them. It is a fine opportunity to do a good work at home by some of those societies, so concerned for the welfare of souls abroad. Missionaries can labor among them with perfect safety and promise of abundant reward. They are very desirous of learning agriculture and mechanics.

The Rimos are another tribe equally intelligent and desirous of enlightenment. They occupy a beautiful tract of country on the Gila. Physically, they are a splendid specimen of the red man. The Mohaves are said to be a nation loving peace, but valiant in war. You have had their chief in your city. The name of IRETABA must yet be fresh in memory. Little by little he unfolds to his tribe the wonders of the pale-face land; they will not believe all he says to them, but with an incredulous toss of the head whisper to one another, "IRETABA's head is turned." All these tribes are united against the Apaches, and are ready to send out warriors against them.

Gov. GOODWIN is giving the best of satisfaction in his position as Territorial Governor. It is strongly talked of sending him to Congress this Fall, believing that the interests of the Territory will not suffer in his hands. It will only be necessary to place the merits of the country in their true light be-

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This condition of things in Sonora places the people of Arizona in an unpleasant situation. Now our only means of communication with the outer world is by the Rio Grande to the States, or by Fort Yuma on the Colorado, to Los Angelos, and thence to San Francisco. This latter is the most feasible route at present, consuming nearly a month to complete the journey, and needing a world of patience and endurance. When the overland stages were running, arrangements were so complete, that the trip, considering the distance, was an easy one. It is to be hoped that now the cause of the withdrawal of this line is removed, it will be resumed from the States through. It is unquestionably the most feasible of all the overland routes, and eventually will be the great thoroughfare from the Atlantic to the Pacific. For a telegraph line it is vastly superior to the Northern one.

Arizona is taking her first steps to a high position in the family of States. She has commenced aright by adopting such a code of laws as will insure the highest protection and prosperity to her citizens. From rumors that have reached us we are encouraged to believe that government is awake to the importance of examining into the resources of the territory. The advent of Gen. Mason, with his column of California troops in our midst, has infused new life into the hearts of the few settlers who have survived the hardships of their isolated condition, and the relentless persecutions of the savages. Now, that there is a hope of protection, they are encouraged to cultivate their ranches. Already fine crops of wheat and barley have been harvested, while corn gives proof of an abundant yield. A splendid opportunity is offering to the enterprising farmer for another year to cultivate the land. Not only have these troops to be fed, but also a population daily increasing. At present most of our supplies are brought from Sonora. Immense tracks of land are here lying idle, rich and easily cultivated, only waiting for the energetic, industrious man to take peaceable possession. In time when they come into market they will be bought cheap; the holder will only have been making his own property valuable. Steps are being taken now to have the territory sur-

suffer in his hands. It will only be necessary to place the merits of the country in their true light before the people at home to arouse an interest in its speedy development, and not alone for its inherent worth, but from the relations it bears to another country now in the hands of foreigners.

We feel that "Americans should rule America," and America is the whole continent. The very liberal grants made for public improvements, the inducements held out to capitalists, by the Legislature of last Winter, ought to awaken an interest among your moneyed men at once The port of Libertad should be opened, and a line of steamers running to it from Panama, connecting at Mazatlan with San Francisco steamers; a wagon-road should be opened from the port to Tucson, thence north, a route the most feasible from its natural advantages of any in the country.

A grand mistake of our government in the Gadsden purchase, was the failure to secure a port on the Gulf; but the most liberal arrangements can be made with the Mexican Government to open Libertad. This done, more than two hundred miles of land carriage are saved. Then there would be an inducement for working the very rich silver and copper mines near the coast, now dormant by reason of the expensive and uncertain means of transportation. A large number of these mines are only waiting to yield treasures which could be placed on shipboard at far less expense than is incurred in similar transactions on any South American coast, and the ores will pay a larger percentage. In time, of course, attention will be drawn to this; but why delay when there is so much of capital sleeping in your treasure-vaults at the East, which might be vastly increased in an enterprise that would assist in building up, in course of time, a full grown State, that would present a formidable barrier to foreign innovations? That there are rich mines here is an incontrovertible fact, but, as before said, at present they are worked in a small way; yet planchas of silver are produced which would cause quite a stir even among your "heavy men," if exhibited on 'Change.

Near Tucson they are now taking out quite large

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Steps are being taken now to have the territory surveyed. "The early bird gets the worm." Gen. MASON, in company with Gov. GOODWIN, is making a tour of the country, establishing military posts and devising plans of action relative to dealing such a blow to the Apaches as will render them powerless for further mischief. These Indians have done more to retard the development of the country than anything else, from the moral effect their deeds of cruelty has had upon the minds of those thinking of emigrating hither. They have seemed omnipresent, ever lurking close at hand to strike their victims in an unguarded moment. Scarcely a day passed that we did not hear of parties being attacked, older ones killed, while children were taken into captivity. They are not so bold since the troops came. We believe from the energetic course the General is taking, that if the General Government sustain him, we shall soon be rid of this drawback to our prosperity. Then the country will be safe for emigration, and fill up rapidly. What are its inducements? The agricultural and chiefly mineral resources of a tract of land larger than any of the old States, containing at present not 5,000 people, Americans. Anything can be raised here that will grow in a northern climate, or in the same latitude south. The great drawback to agriculture at present is the scarcity of running water. This can be remedied by enterprise, as sufficient can be obtained by sinking wells or boring. A finer stock-raising country never existed. The time has been (so handed down by tradition) that these fertile valleys and gentle slopes were swarming with cattle.

As I said above, the chief resource of this territory is its mineral wealth. In all directions you will find evidences of old mines worked, while the outcroppings of new ones hold out most flattering encouragement to open them, where it can be done with safety. Mines are now being worked, yielding largely for amounts invested. They are being worked properly, too, the character of the veins being determined before large sums of monies are invested in machinery. The products pay expenses, in some cases, dividends quite liberal. There is one portion of Arizona now held by the Tonto Apaches, that we are anxiously waiting to have made tenable for white men. It is an established fact, that this portion contains extremely rich deposits of the precious metals. A few venturesome men have penetrated these wilds; fewer returned, but they have brought with them the most flattering proofs of the richness of the mines and their vast extent. The General intends to establish a military post there and fit out an expedition against this band. Then there will be an opportunity for the hardy, ven-

Near Tucson they are now taking out quite large quantities of silver; also at the Mowry Mines. A Mexican who is working some of the Arizona Mining Company's ore at Cerro Colorado, tells me the yield from a ton will be eight hundred dollars. They have a mill constructing at this mine, but owing to the detention of materials in Guaymas, they are obliged to suspend operations for the present. The Eurequitta Gold Company have a mill near by completed, and from the unlimited supply of gold rock they have within a stones' throw of their works, the indications are that this pioneer mill will be a paying concern. They have several fine leads. North of the Gila River reports come to us of the continued richness and success of mines there. Claims have been sold to San Francisco companies at enormous figures. Preparations are being made to bring in a large amount of machinery this year. The value of the mines is established beyond a doubt. At Cahaubi, some sixty miles from Tubac, very rich deposits of silver and copper have been opened. The success of these mines depends much now upon the facilities for shipment. If the road be opened to Libertad, the mines will be worth millions.

All that Arizona wants now is protection from the Indians, an overland mail, and a good Gulf port. She will then fill up rapidly, making immediate progress toward an important position. Who will be the pioneers in this enterprise, receiving as a reward honor and wealth, adding a new link to the chain that will girdle a continent?

"The wise do always govern their own fates,
And Fortune with officious zeal attends
To crown their efforts with success."

Now that the great struggle is over that has so long convulsed our land, the nation *first* in war, again *first* in peace, expects every man to be a patriot, lending a helping hand to blot out the indebtedness her necessities have incurred. In no way can this be better done than by assisting the improvement and development of her Territories, and thus rendering her lands marketable. We have the nucleus here of a loyal people, who, even at this great distance from the centre of our national struggles, have not escaped its calamities. They have remained true, and when the solemn tones of the requiem in memory of him who stood at the helm of the ship of State in all her tossings, and perished while on duty, came to their ears, with sad cadence, no deeper feelings of sorrow were stirred in hearts of the home-land; and, too, when the notes of your peace anthem came to us joyously, over vale and mountain top, no louder pæans of rejoicing were sung on the Atlantic shore. We are looking to you for help; we are expecting it; and when your capitalists shall have become so awake to the inducements we hold out as to give substantial proof of the same, a return will be made adequate to their most sanguine desires. The surplus population now thrown back upon you will be seeking adventures and homes. Point them hither, and when, in the days to come, we hold out our hand for adoption, you will never have given a welcome to a prouder or nobler State.

S. Q. LAPIUS.

—An extraordinary electrical phenomenon occurred recently in the forest of Chantilly. About 3 o'clock in the afternoon a waterspout passed across

the forest, in less than five minutes destroying almost everything in its passage for a width of fifty yards and a length of nearly five miles. About six hundred trees, many of them oaks of large size, were either broken off close to the ground or torn up by the roots and shivered to splinters. Two of the rides, reserved for exercising the horses of MM. LUPIN and AUMONT, are so blocked up with broken trees as to be altogether impassable. The course of the waterspout began about two hundred paces from the station of Orry-la-Ville, and ended at the Garrfour St. Remi.

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ARIZONA'S MINING REGION

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INFLUENCES WHICH HELP AND RETARD DEVELOPMENT.

THE PRESENT RUSH INTO THE TERRITORY—NATURAL OBSTACLES MET IN MINING—HOW EASTERN PEOPLE ARE GULLED—THE MINES WHICH ARE PROFITABLE.

TUCSON, Arizona, May 26.—People from other parts of the country have lately been pouring into Arizona at the rate of hundreds daily, the building of the Southern Pacific Railroad having made many places accessible that heretofore, on account of long desert wastes to be crossed, were difficult and dangerous to reach. The arrivals at Tucson alone have been 50 or 60 a day, comprising all classes—farmers, tourists, miners, and mining sharps. The latter are represented by several well-known men who formerly operated in San Francisco until their reputations became unsavory and they went East. They are now here looking out for fat investments for their Eastern friends. Having bonded a mine, they get the written opinion of experts as to its value, and if they have bonded it for, say, $50,000, they will place it in New-York for $100,000. Their Eastern connections, who are frequently men of high commercial standing, will then send out experts to examine it, and if their reports agree with the story of the man who is placing it, then the mine is accepted, and in the next stage is sold to the dear public in small shares, so that the loss may be widely distributed, for, say, $200,000. It may really be worth $50,000, and on that amount would pay an annual 20 per cent. dividend. The fact that more money can be made by gulling Eastern capitalists and the Eastern public than by legitimate mining is what is retarding the development of this country. There are hundreds of prospectors here who, instead of going

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dreds of prospectors here who, instead of going ahead to develop their mines and take out and reduce the ore, prefer to dig a hole, expose a vein, which may "peter out" in a short time, and then sell the prospect for whatever it may bring, from a rusty revolver to a fabulous amount frequently. The appearance of a capitalist in a mining district here is the signal for all the prospectors to stiffen prices, and mines that have been offered to boon companions the day before for a jack-knife cannot be purchased for $20,000. "Think I'd sell such a bonanza for $20,000? Bet yer boots I don't."

The great drawbacks to mining in Arizona are a lack of water and of timber. There are thousands and thousands of acres of sterile waste which are beyond all hope of redemption by irrigation. Rivers that head from the mountains with a mighty torrent are lost in the sands of the desert. Sometimes they will run for long stretches through the sand, and reappear on the surface miles away. Then the heat in Summer dries up some of them, so that for months during the hot season no water is in sight. These are obstacles that confront the miners of every new district, and hundreds of promising locations have had to be abandoned because of inability to cope with them. In the Globe District, far up in the Pinal Monntains, is a growth of pine timber that is almost phenomenal for Arizona. It is ten miles long and two miles wide, and is expected to furnish all the timber required by a large district. So long as they do not use it for fuel, it may last perhaps 10 years, if the district is not greatly developed. The Comstock lode would use it up in five years for shafting and drifts. Mesquit, cotton-wood, and iron-wood, obtained from the deserts and along the river bottoms, are used for fuel, and sell for from $8 to $10 a cord. Water in the Globe district is obtained from Pinal Creek, which flows down from the Pinal Mountains, and is dry for a distance of 10 miles near Globe City most of the year. By sinking to the bed-rock water enough can be obtained to keep up steam in a five-stamp mill, but scarcely enough to furnish water for the batteries. At present no great amount of water is required, but should the miners begin finding any great quantity of low grade ore, they would have to abandon the expensive dry-crushing process, and using the wet-crushing plan would require

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and using the wet-crushing plan would require a much larger amount of water, and they would scarcely be able to find it. And yet interested persons are giving out East that the Globe district of Arizona has plenty of wood and water. Ten miles below Globe City the water of Pinal Creek comes to the surface, and there is a stream of about 200 miner's inches, (a miner's inch is what water will go through a hole an inch square under a pressure of six inches,) and by raising and carrying this to a side hill, enough water might be obtained to supply a 20-stamp mill, which would handle all the ores of the district as at present developed. With the exception, perhaps, of Patagonia district, and a few small isolated localities, nearly every district of Arizona has a similar scarcity of water and wood, which will be felt all the more as the population increases. The cost of transportation of ores and supplies has been much decreased by the Southern Pacific Railroad, and will be still farther lessened when the Atchison, Topeka and Santa Fé Road is completed through northern Arizona, and goods and machinery will no longer have to be shipped by way of San Francisco. The rates of the Southern Pucific Road, however. are very much complained of, as retarding Arizona's development.

The gross production of the Arizona mines last year in bullion was about $3,000,000, but this year it is thought that by reason of the great rush of the past four months, the production will be nearly doubled. New districts are being opened every week, although it is no unusual thing for them to be abandoned almost as soon as they are opened. Here, as in California, some of the old placer diggings are being thoroughly inspected for quartz ledges, and several important developments have been made in placer districts that had been abandoned 20 years ago. The gold washings must, of course, have come from quartz ledges, but in those early days quartz mining was a thing unknown, or at least unpracticed. Now, these ledges are sometimes found to be rich in both gold and silver. An abandoned placer mine in California sold recently for $125,000. A striking illustration of the vicissitudes of mining towns is shown in the history of Gila City, a city without inhabitants, about 20 miles from Fort Yuma. Not many years ago it was a prosperous mining town, with a population of nearly 2,000 placer miners. Gradually the placers gave out, and the town shrunk, until recently, and for years before, only a handful of people remained. Now an Army officer stationed at Fort Yuma has discovered a quartz ledge there, and once

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miners. Gradually the placers gave out, and the town shrunk, until recently, and for years before, only a handful of people remained. Now an Army officer stationed at Fort Yuma has discovered a quartz ledge there, and once more people are flocking into Gila City. Over this very ledge, it is supposed, was washed the gold that once made prosperous a busy population.

The number of paying mines in Arizona is smaller than is popularly supposed. In the Globe district there are not more than three or four mines that pay large profits. In the Tombstone district there are, perhaps, five or six mines that are doing well. In the Pioneer there are two or three; in Castle Dome are several good lead mines; in the Pinal district nothing of any consequence has yet been found; in the Tiger district one good mine has been discovered; in the Peck district there was a good mine, but it has not been paying lately; the Patagonia district has been widely puffed, but has shown little development of consequence. Only large mines are here spoken of, capitalized for large amounts, and owned by numerous stockholders—the public. There are a great many small properties owned by private persons that are paying fairly. Their owners are the substantial men of Arizona, who are building up the country, while mining sharps are pulling it down.

The ores of Arizona differ widely in quality, but in many of the districts, with expensive processes, and a scarcity of water and fuel, ore that does not run from $50 to $75 to the ton scarcely pays for working. One big company, whose stock is well-known and largely gambled in in New-York, adopted the plan of assorting out by hand 300 tons of the richest ore in the mine when it was first opened, and threw the low grade ore to one side. The 300 tons averaged $1,000 a ton and gave the mine such a reputation that the stock, amounting to $10,000,000, run rapidly up to $30 a share, which would make it worth $30,000,000. It is now selling at one tenth of that price. This has all been done within two years. That is where the money in mining is. The plan appears to be to "mine into the pockets of your friends and leave the ground alone; arm yourself with points, and distribute them freely among your acquaintances." Skilled labor here commands $5 a day. Miners can get from $3 to $4 a day. A great deal of work is done by Mexicans, who are hired for $1 a day. Living expenses are from $7 to $10

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The New York Times
June 6,1880
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ARIZONA'S MINING REGION

INFLUENCES WHICH HELP AND RETARD DEVELOPMENT.

THE PRESENT RUSH INTO THE TERRITORY—NATURAL OBSTACLES MET IN MINING—HOW EASTERN PEOPLE ARE GULLED—THE MINES WHICH ARE PROFITABLE.

TUCSON, Arizona, May 26.—People from other parts of the country have lately been pouring into Arizona at the rate of hundreds daily, the building of the Southern Pacific Railroad having made many places accessible that heretofore, on account of long desert wastes to be crossed, were difficult and dangerous to reach. The arrivals at Tucson alone have been 50 or a week for workmen. The population of Tucson is between 6,000 and 10,000, of which one half are Mexicans.

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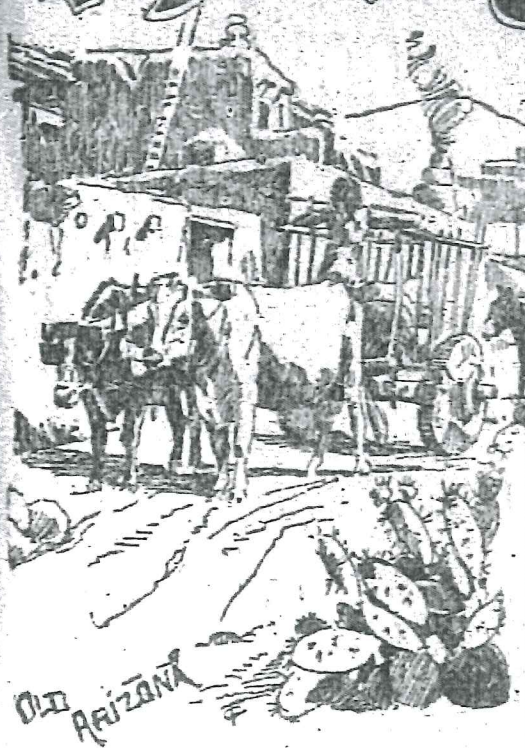
Arizona's Claims for Statehood



Among the candidates for statehood now standing at the door of the Union

fitted out an army of 1000 men, and in April, 1540, set out from Culiacan to explore the unknown country in the north. He found many rich and populous villages, the inhabitants of which were mostly engaged in agriculture, but the precious metals of which he was in quest were not found. After two years of vain search for treasure the expedition returned to Mexico.

The first settlement in what is now Arizona was not made until 1687, 145 years after Coronado's expedition. Then

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Among the candidates for statehood now standing at the door of the Union and asking for admission a prominent place is occupied by Arizona. Naturally enough some opposition has been manifested to the proposition, but that opposition comes from those who do not have an adequate conception of the grounds upon which the claim for Statehood is made, and who apparently still hold to the long-exploded idea that the region embraced within the present Territory's boundaries is nothing but a desert, with no prospect for future growth and development. Arizona has for so long a time been called the "land of the cactus and the horned toad" that many otherwise intelligent people actually believe that that section has no other products than these, excepting a few unusually bloodthirsty Apaches, and that it possesses no claims or attractions whatever for civilized man. They do not know that there are over 75,000 persons who know the fallacy of these ideas from actual residence in Arizona, while tens of thousands more have from personal observation learned that this Territory possesses advantages and possibilities of the very highest rank, whose development will put it in the forefront of the sisterhood of States.

For the benefit of those whose ideas in regard to Arizona are of a hazy or misinformed character, the present is a good opportunity for reciting some of the leading facts with regard to that Territory, covering as they do much that is of the greatest general interest.

To commence with the history of this section. Arizona forms a portion of the

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greatest general interest.

To commence with the history of this section, Arizona forms a portion of the territory obtained from Mexico by the United States as the outcome of the war of 1846. The southern boundary was originally the Gila river, but by the terms of the Gadsden purchase the present boundary was established. The Territory extends from the 109th degree of longitude west to the Colorado river, and from 31 degrees 28 minutes north latitude to the 37th parallel. On the north it is joined by Utah and Nevada, on the east by New Mexico, on the south by the State of Sonora, Old Mexico, and on the west by California and Nevada. Having a mean length of 380 miles north and south, and 350 miles east and west, the Territory is a vast empire in itself of 113,967 square

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miles, and equals in area the six New England States and New York combined; or again equals those three great States of the Mississippi valley, Ohio, Indiana and Illinois.

The most ancient relics of the prehistoric people of North America are to be found in Arizona, while singularly enough it has been recently demonstrated by documentary evidence that Arizona is entitled to the credit of having the oldest white settlement in the United States. The city of Tucson was founded fifteen years before St. Augustine, which has for so long a time been accorded an honor to which it is not entitled.

Arizona is abundantly supplied with the ruins of the semi-civilized races that inhabited this continent ages before the advent of the white man. Here are extensive ruins which had been long abandoned when Vasquez de Coronado first visited the valley of the Gila, 350 years ago. Here in this great Territory may be found the ruins of the cave and cliff dwellers, those wonderful dwarfs whose homes were on the sides of bald and rocky cliffs, overlooking deep canyons hundreds and even thousands of feet below. Here only can be seen the wonders of the Grand Canyon of the Colorado, that great cleft in the mountains through which the mighty river flows, with its banks rearing their perpendicular sides apparently to the skies, so high, indeed, that the visitor in the bottom of the gorge seems shut in in some vast cavern, where he can look above and see the stars in midday. And here only can the visitor see the greatest petrified forest ever found. Trunks of huge trees, some forty, some fifty, some sixty, some seventy feet to where the tops are broken off, all now turned to stone, and standing as mute monuments to the mighty forces of nature that could produce these wonderful formations.

Although comparatively unknown by

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ature that could produce these wonderful formations.

Although comparatively unknown by the mass of the people, Arizona was one of the first sections of country now forming the United States to be explored by the white man. When Alvar Nunez Cabeza de Vaca and his three companions made their wonderful escape from Indian slavery in Florida in the early part of the sixteenth century, and made that perilous overland trip to Mexico, so graphically described in the old Spanish chronicles, they journeyed across the present Territory of Arizona from north to south. Their descriptions of the thrifty villages they had visited aroused new desires in the Spanish hearts of Mexico for further conquest and glory. Under the impulse of these reports Vasquez de Coronado

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fitted out an army of 1000 men, and in April, 1540, set out from Culiacan to explore the unknown country in the north. He found many rich and populous villages, the inhabitants of which were mostly engaged in agriculture, but the precious metals of which he was in quest were not found. After two years of vain search for treasure the expedition returned to Mexico.

The first settlement in what is now Arizona was not made until 1687, 145 years after Coronado's expedition. Then two Jesuit missionaries, Fathers Eusebio Francisco Kino and Juan Maria Salvatierra, established a mission at Guevavi, on the Santa Cruz, some distance south of Tucson. At about the same time the mission of San Xavier del Bac, about nine miles from the present city of Tucson, was founded. This latter mission to-day is one of the famous land marks left by the old Spanish fathers, and it is well worth a journey of many miles to see. The old chapel was destroyed by the Apaches in 1751, the padres and most of the converts

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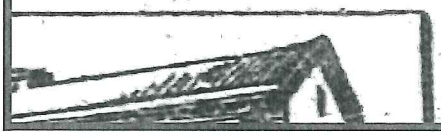
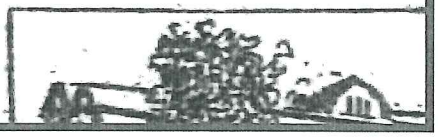
CANAL DAM ON SALT

massacred, and for a time the mission was abandoned, but later the work was taken up again, and about 1767 the present edifice was begun. It was never entirely completed, but so nearly finished that it forms a most imposing monument to the skill and patience of the mission fathers.

For several years after the acquisition of this region the present Territory of Arizona was included within the boundaries of New Mexico, but in 1863 it was separated and a Territorial government set up, the first capital being located at Fort Whipple, in Northwestern Arizona. Subsequently it was removed to Prescott, then to Tucson, then back again to Prescott, and in 1889 it was removed to Phœnix, where it will doubtless remain, since that is one of the leading cities in the Territory.

The early history of Arizona was a bloodstained record of encounters between the hostile Apaches and white settlers or





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travelers, and it was not until an end was put to this state of affairs that any but the most desultory efforts could be made toward the development of the latent resources of the Territory. At first that development tended almost solely toward the mineral resources, which were known to be rich and extensive. Many good mines were found, and settlements sprang up in various localities. For a long time, however, Arizona was regarded solely as a mining region, and it was almost universally believed that with the decadence of that industry so must the population decrease, and only an ephemeral prosperity was possible.

Gradually, however, the discovery was made that the pioneers of Arizona were as much at fault as had been their prototypes in California. Like them these had regarded the Territory as possessed of no agricultural resources whatever, and it was not until convinced by actual demonstration that they were willing to concede their mistake. Although but a few years have elapsed it is now universally acknowledged by the residents of Arizona

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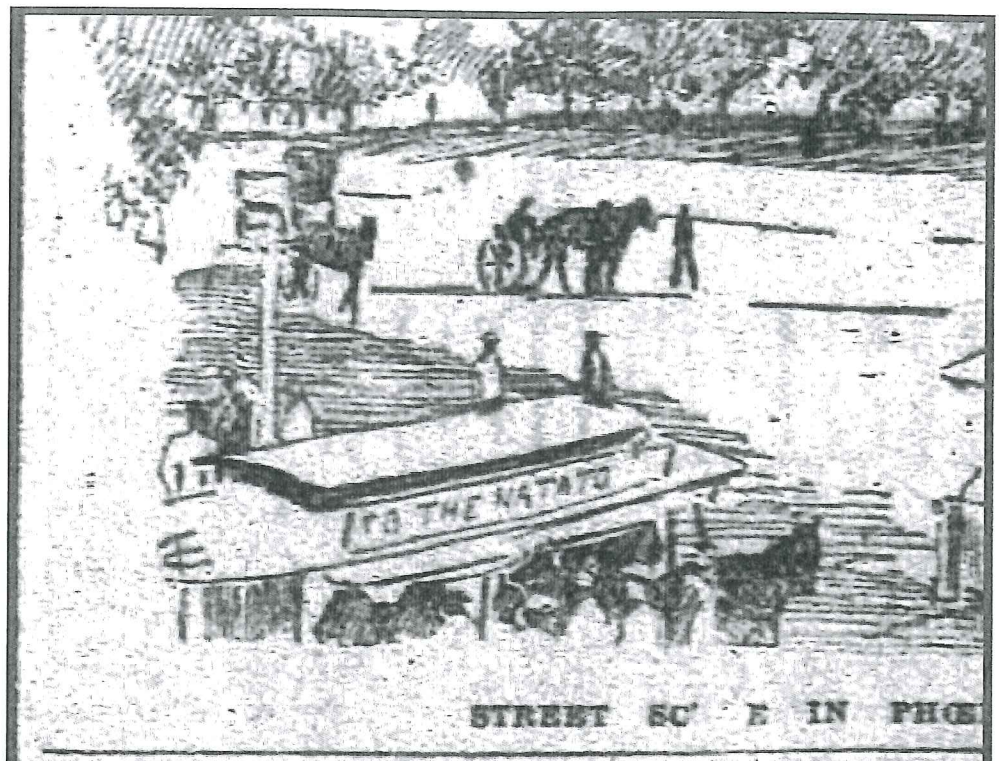

STREET SC E IN PHO

and those who have investigated the subject that the destiny of this region is to become highly developed agriculturally and horticulturally, and that those industries will inevitably become the most important.

An idea may be formed of the develop-

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ment of Arizona from all standpoints by the following statement of the assessed valuation of property in the Territory last year:

Taxable land, 3,368,743 acres	$4,748,962 43
Improvements thereon	1,679,013 20
City and town lots	2,266,883 50
Improvements thereon	2,453,068 20
Horses, 48,428	1,158,912 46
Mules, 2013	59,937 00
Cattle, 644,209	5,038,207 00
Goats, 4029	4,424 00
Hogs, 6670	26,680 00
Asses, 1313	13,817 75
Sheep, 384,338	768,917 00
Railroads, 1074 miles	6,038,893 41
All other property	3,665,446 60
Total	$27,923,165 55

The average valuation is:

Land, per acre	$1 41
Horses, per head	23 93
Mules, per head	29 77
Cattle, per head	7 82
Goats, per head	1 10
Hogs, per head	4 00
Asses, per head	10 52
Sheep, per head	2 00
Railroads, per mile	5,623 13

These figures are at least 50 per cent too low, and in many cases 100 per cent additional would more nearly represent the actual value as well as the actual number.

The first industry to attain importance in Arizona, as already stated, was that of mining, and while agriculture is rapidly taking the lead the mineral output is by no means inconsiderable. The total product of the mines of the Territory last year was: Copper, $4,500,000; gold, $3,000,000; silver $2,200,000; total, $9,700,000. This does not include the large amount of ore shipped to other localities to be worked and believed to aggregate at least 50 per cent of the total output. During the past year there has been a revival of interest in mining and that industry promises to be a steady source of wealth for years to come, if not for all time.

In the report of Governor Murphy for last year the place of prominence in discussing the interests of Arizona was given to agricultural development.

From time immemorial the more civilized tribes of Indians in the Territory have cultivated the soil on a small scale,

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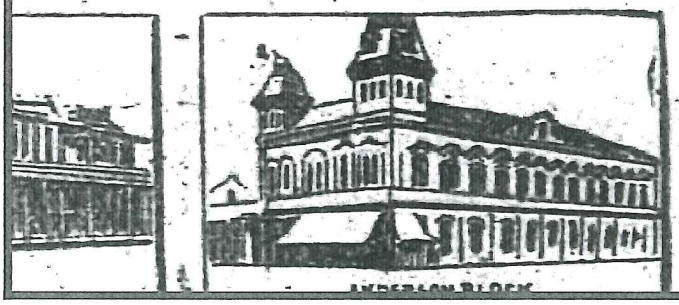
RIVER NEAR PHŒNIX.

while the remains of pre-historic irrigating canals in various localities show that hundreds of thousands, if not millions, of acres must have been made productive under the enterprise of the races which have long since disappeared, leaving a blank page in history. Acting on the hints thus given, the early settlers experimented in agriculture with such good success that already several hundred thousand acres of land are in profitable cultivation, and the area is being constantly added to. Horticulture, too, is receiving its due meed of attention, and the orchards of peaches, apricots, oranges and other fruits are now numbered by the thousands of acres. The most remarkable success lately has been made in the growing of early vegetables and fruits.

All the cultivation of the soil is done by the aid of irrigation, and according to the official reports for 1892 there were then in the Territory the following mileage of



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EL

EAST END SCHOOL

IN PHŒNIX.

canals and acres irrigated or capable of being supplied:

NAME OF COUNTY.	No. miles irrigating canals not including laterals.....	No. acres reclaimed...	No. acres capable of reclamation under present water development.....
Apache.....	20	10,000	300,000
Cochise.....	8	4,000	40,000
Coconino.....	.....	*2,000	50,000
Gila.....	16	5,000	50,000
Graham.....	60	15,000	100,000
Mojave.....	3	1,000	10,000
Maricopa.....	250	240,000	600,000
Pima.....	20	10,000	100,000
Pinal.....	75	20,000	150,000
Yavapai.....	10	6,000	30,000
Yuma	50	30,000	300,000
Totals.....	512	343,000	1,730,000

*Sub-irrigation.

Besides these many new canals are

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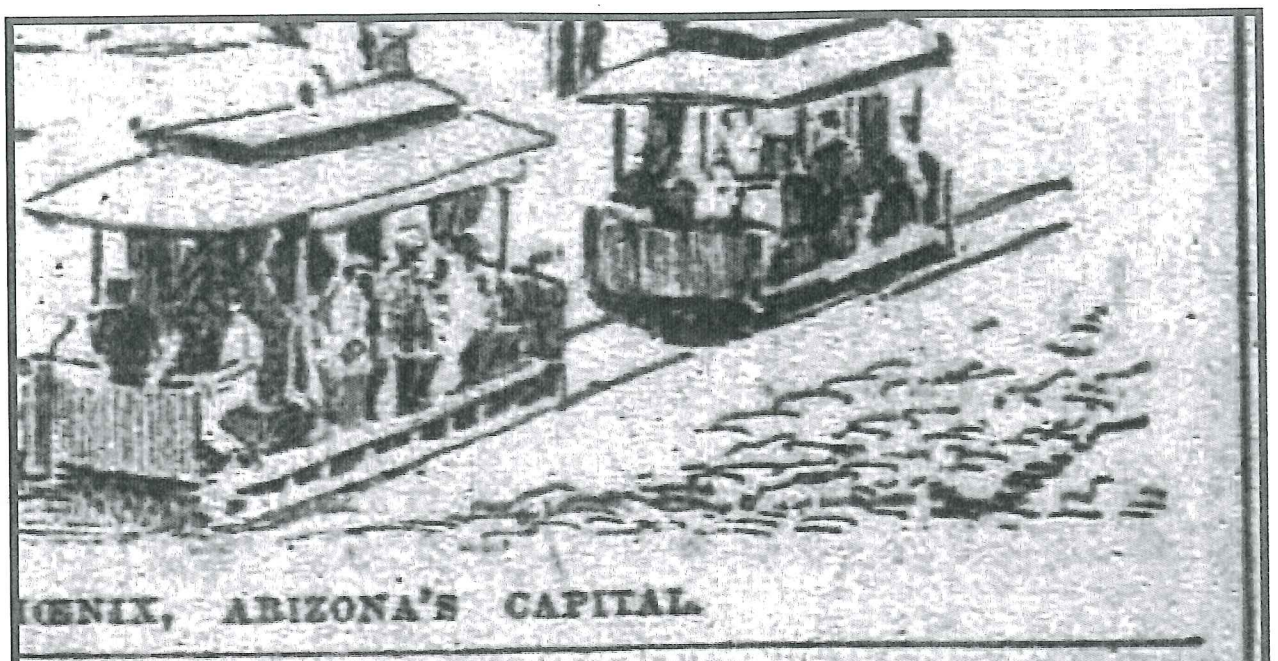

IENIX, ARIZONA'S CAPITAL.

under way or projected, while the older ones are in numerous cases being extended. The Gila Bend Reservoir Company is just completing its canal on the Gila, and this waterway alone will reclaim 200,000 acres of land suitable for the raising of oranges and other fruits. Water

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will be let into this canal this month. Another canal is being taken out of the Arizona side of the Colorado and a large force of men are now working on it. It will be completed some time in 1893, and will be by far the most extensive canal enterprise in the United States. Its length will be 110 miles, with a depth of 12 and a width of 60 feet. It is estimated that it will redeem 1,000,000 acres of the Arizona part of the Colorado desert. Other canals of less importance have been and are being completed monthly, so that when the work in progress now is all completed it will increase the farming interest to fully double what it is now. Around Yuma, especially, some important irrigation enterprises are under way, which must make that one of the leading cities of the to-be State.

The rapidity with which the agricultural lands of Arizona are being settled up and the population increased can be seen from the fact that during the fiscal year ended June 30, 1892, a total of 816 individual entries were made under the United States land laws, covering 166,756 acres. Over a hundred thousand acres were under the desert law, thus demonstrating that they were made for purposes of reclamation and cultivation through the aid of irrigation.

The stock industry is another great source of income for Arizona, there being vast ranges well provided with wild grass that afford sustenance for great herds of cattle, sheep and horses. While the assessment rolls return less than 400,000 head of sheep in the Territory, it is stated on reliable authority that there are actually some 2,000,000 head, while upward of 200,000 are annually shipped as mutton. The fattening of range cattle on alfalfa is a growing feature of the stock industry and must continue to increase with the extension of the irrigation system.

So far from being a treeless desert, as

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extension of the irrigation system.

So far from being a treeless desert, as many suppose Arizona is, there are, as a matter of fact, within the Territory an area of some 1,750,000 acres of as fine timber land as can be found in the whole country. Pine, fir and spruce are the leading varieties, and it is estimated that there are fully 10,000,000,000 feet of available lumber in these forests. At present the annual production is something like 10,000,000 feet, from which it may be seen that it will require an extended period in order to exhaust the supply, if, indeed, such a contingency should ever occur.

Speaking of this feature of Arizona's resources, the Governor says in his report: "The pine forests of Northern and Central Arizona cover an area of about 2700 square miles, or approximately 1,750,000 acres. Detached bodies of timber are found in various parts of the Territory at altitudes above 5000 feet, but do not exist in large enough quantities to make them of any special commercial value except fuel. In the larger forests of the San Francisco range pine trees run from the sapling size up to four feet in diameter. Common saw timber runs from twelve to thirty-six inches in diameter usually, the logs averaging about four to the 1000 feet of lumber. Arizona has an ample timber supply for the home consumption of a large population for many years. The price of common lumber varies from $15 to $40 for 1000 feet, according to locality. The excessive price is on account of expensive transportation to localities remote from the source of supply. This will be remedied by the construction of railroads."

Arizona is traversed by two great overland roads, the Southern Pacific and the Atchison, Topeka and Santa Fe. The

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railroads.

Arizona is traversed by two great overland roads, the Southern Pacific and the Atchison, Topeka and Santa Fe. The one takes in the southern part of the Territory and the other the northern. There are besides a number of connecting lines and several others are promised at an early date. The railroads now in operation in the Territory and their mileage are as follows:

	Miles.
Southern Pacific of Arizona	383
Atlantic and Pacific	393
New Mexico and Arizona	87
Prescott and Arizona Central	73
Arizona and New Mexico	38
Arizona and Southeastern	36
Central Arizona	30
Maricopa and Phœnix	34
Total	1,074

The Southern Pacific passes along the southern part of the Territory from Yuma, on the Colorado river, to the eastern boundary of Cochise county, passing through the counties of Yuma, Maricopa, Pinal, Pima and Cochise.

The Atlantic and Pacific crosses north of the center of the Territory near the thirty-fifth parallel, and passes through the counties of Apache, Yavapai, Coconino and Mohave.

The New Mexico and Arizona runs from Benson, on the Southern Pacific, in Cochise county, to Nogales, in Pima county, at the Mexican line.

The Prescott and Arizona Central runs from Prescott junction, on the Atlantic and Pacific, to Prescott, and is all in Yavapai county.

The Arizona and New Mexico runs from Clifton, in Graham county, to the Southern Pacific at Lordsburg, N. M.

The Arizona and Southeastern runs from Bisbee, Cochise county, to Fairbanks, on the New Mexico and Arizona, in the same county.

The Maricopa and Phœnix runs from Maricopa, Pinal county, on the Southern Pacific, to Phœnix, Maricopa county.

The Central Arizona runs from Flag-

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The Maricopa and Phœnix runs from Maricopa, Pinal county, on the Southern Pacific, to Phœnix, Maricopa county.

The Central Arizona runs from Flagstaff, on the Atlantic and Pacific, southward for thirty miles in the pine forest, and is projected to extend to Globe, in Gila county, and possibly to Phœnix, Florence, Tucson and Calabasas, in Southern Arizona. This road was formerly known as the Mineral Belt and is not now being operated, except for logging purposes by the Arizona Lumber Company.

Encouraged by the construction of railroads and irrigating canals new settlements are constantly springing up all over the Territory, while the older ones are enjoying a good and permanent growth, based upon the surest foundation. With good reason the people of Arizona believe that Statehood would encourage every line of development and enterprise, and that in a short time this section will rival many of the oldest States in both population and wealth.

THE CORONER ARRAIGNED.

He Is Charged With Being Under Railroad Influence.

A. W. Seley has filed a protest against the Coroner's method of doing his work, and charges him with having conducted a certain inquest in the interest of the Southern Pacific Railroad. Mr. Seley states that on the 1st day of the month C.

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The Washington Post
Feb. 27, 1891.

** Only the Section Referencing Arizona is Included Here.

BIG STREAMS RUN RIOT

Disastrous Floods in California, Arizona, and New York.

THE LOSSES FOOT UP MILLIONS

Loss of Four Lives Reported from Los Angeles—Yuma Threatened with a Second Inundation—Ice Gorges Cause Great Havoc Along the Mohawk River.

IN THE GILA VALLEY.

Another Flood Coming Down on the Town of Yuma.

YUMA, Ariz., Feb. 26.—The water at Adonde, thirty miles east of Yuma, is rising one foot an hour, and is higher now than ever, running into telegraph offices. The flood is expected to reach Yuma today. The relief committee is kept busy assisting sufferers. News from Gila Valley indicate that the loss is much greater than at first reported. Telephone messages from the Government farm, eight miles east, say that the employes were about to abandon the place and camp on the hillside to escape the water coming down.

A telegram from Texas Hill received here states that the people can be seen camped on the hills on the north side of the Gila, and one house can yet be seen standing. A great loss of property has surely followed the flood in the Gila Valley. No communication has been had there, as the river is too turbulent to cross. The residents of Aztec, in the Gila Valley, have all moved to Mosas, many losing valuable live stock and comfortable houses. Last night the sky was cloudless and there was no sign of rain. A close watch is being kept on the levees.

Big Stream Runs Riot,
Washington Post,
February 27, 1891

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BRIDGES FALL IN ARIZONA.: Floods in Gila Impede Meeting of ...
Los Angeles Times (1886-1922); Jan 19, 1907;
ProQuest Historical Newspapers: Los Angeles Times (1881-1989)
pg. I3

BRIDGES FALL IN ARIZONA.

Floods in Gila Impede Meeting of Legislature.

Phoenix Is Cut Off from All Northern Counties.

Steamship Fouls Reef Near Point Roberts.

[BY THE ASSOCIATED PRESS—P.M.]

PHOENIX (Ariz.) Jan 18.—The Gila River began rising rapidly yesterday, and last night twelve bents of the Maricopa and Phoenix Railroad bridge were swept away The flood maintained all today, and it is expected some further damage will be done tonight, though reports from San Carlos, a hundred miles away, say water has fallen over a foot since the loss of the Gila Valley, Globe and Northern Railroad bridge at that point.

It will doubtless take weeks to repair the injury to the bridges, and in the meantime the mails from California will all come over the Santa Fé and mail communication with Southern Arizona will be via California or New Mexico.

This flood works special inconvenience just now in view of the fact that the Legislature meets here next Monday, and not half of the members, attachés or others called to the capital by that event, are here, and many will be forced to make a long circuitous trip to get here, even then arriving late.

There is a considerably increased, though not alarming, volume of water in the Salt and Verde Rivers. It has been threatening here all the past month, though the first heavy rain occurred today with nearly half an inch of precipitation.

STEAMER FOULS REEF.

DAMAGE IS NOT ASCERTAINED.

[BY DIRECT WIRE TO THE TIMES].

BELLINGHAM, Jan. 18.—[Exclusive Dispatch.] The steamship Melville Dollar, Capt. Crossman, ran afoul of a reef near Point Roberts at 7 o'clock last night and narrowly escaped destruction. The vessel was en route to Seattle and San Francisco from Blaine, with a cargo of poles, but before proceeding south, Capt. Crossman directed the craft to Comox to coal.

Several hours of desperate work were required to free the steamship. How serious the damage is cannot be learned in Bellingham, but it is not thought in Point Roberts that any of the plates were sprung badly. Reports from that town say that vessel apparently continued to Comox after the accident.

Bridges Fall in Arizona: Floods in Gila Impede Meeting of Legislature,
Los Angeles Times,
January 19, 1907
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COLORADO EXPLORING EXPEDITION.: Preliminary Report of Lieut, Ives.
New York Times (1857-1922); Dec 27, 1858;
ProQuest Historical Newspapers: The New York Times (1851-2010)
pg. 3

COLORADO EXPLORING EXPEDITION.

Preliminary Report of Lieut. Ives.

WASHINGTON, Monday, Nov. 1, 1858.

SIR: I have the honor to submit, for the information of the Department, the following brief synopsis of a portion of the results of the expedition, organized under my command, for the exploration of the Rio Colorado of the West.

I sailed from San Francisco for the mouth of the Colorado River on the 1st of November, 1857, in the Quartermaster's schooner, used in transporting stores to the head of the Gulf of California. On board were the property and supplies belonging to the expedition, and also the materials for constructing a small iron steamer to be employed in ascending the river. I was accompanied by a steamboat engineer and a party of seven men. The other assistants and employes took the steamer for San Diego, and crossed by land to Fort Yuma, which is on the Colorado, one hundred and sixty miles above its mouth.

The schooner arrived at the mouth of the river on the 24 of December, having been much detained by calms and head-winds. The steamboat was finished and launched on the 26th of the same month, and the ascent of the river was commenced on the day following. I continued up the river for five hundred miles, reaching, on the 14th of March, in lat. 36° 6' the mouth of a stream supposed to be the Rio Virgen, beyond which it was impracticable to proceed in boats. I therefore sent back the steamboat and the hydrographic party to Fort Yuma, and taking advantage of the permission granted in the instructions from the Department, left the river on the 23d of March, with a pack train, to examine, as far as possible, the country through which the Upper Colorado and its tributaries flow.

Keeping as near as possible to the river, I traversed the region along the 36th parallel, the greater portion of which had been previously unexplored. Most of the line of the 35th parallel was also visited. Following various lines of examination, gradually conducting towards the east, I arrived, about the 1st of June, at Albuquerque, on the Rio Grande—the distance accomplished during the land explorations amounting to nearly nine hundred miles. At Albuquerque the expedition was broken up, a few members of the party still retained, returning home by the overland route to Fort Leavenworth.

During the progress of my work upon the navigable portion of the Colorado, the water happened to be, according to the evidence of those who had lived in that vicinity for many years, unprecedentedly low. An opportunity was therefore afforded of trying the experiment of steam navigation at the worst stage of the river, and at a time when the difficulties ordinarily to be encountered would be considerably magnified.

The region at the mouth of the Colorado is a delta composed of mud. The lines of the shore and the channels that afford entrance to vessels from the Gulf are shifting and changeable, and bars, shoals and islands, composed of a semi-fluid mass, are in constant progress of formation and removal. The navigation for thirty miles above is rendered periodically dangerous by the strength and magnitude of the Spring tides. They have a rise and fall of from twenty-five to thirty feet, and a flow of extraordinary velocity. The flood is preceded by a "bore," or huge tide-wave, from four to seven feet high. In certain narrow bends it is very powerful and violent, but gradually loses its force as it ascends, and at a distance of thirty miles is scarcely perceptible. Along wider portions of the river are curves of the shore in which its force is not full, and here boats may be safely moored till this dangerous wave has rolled by. Upon the shoals are formed what are called "tide-rips," where the sudden check given to the rushing volume of water causes it to bound along in high successive waves. Steamboats that come to the mouth of the river during the Spring tides must descend above tide-water during the ebb, and start to return two or three hours after the commencement of the flood.

The neap tides have a rise and fall of only ten feet, and a moderate velocity.

Between tide water and Fort Yuma the principal obstructions to navigation are the sand-bars. These become more frequent and difficult as the river is ascended. The channel is exceedingly circuitous and constantly changing. The average depth is about eight feet. Shoals were frequently encountered, however, where there was scarcely two feet of water. Experience alone can afford the capability of navigating this portion of the river successfully. A knowledge of the locality of the channel cannot be imparted, as it has been known to shift from one bank to the opposite one in a single night. From the formation of the banks, from the appearance of the water, of the eddies, of pieces of drift-wood, and other floating substances, and of the islands and bars visible above the surface, a practiced eye can do much towards selecting the proper course; though boats rarely make a trip below tide-water and Fort Yuma, at the low stage of the river, without grounding many times a day. The bars, however, are composed of soft and loose material, and may always be passed with more or less labor, depending, in a great measure, upon the skill shown in the employment of the multitude of expedients resorted to.

Below Fort Yuma there are no rocks. The snags are numerous, but seldom dangerous.

During the months of April, May and June, while the river is rising, and before new bars have had time to form, the navigation is most easy. The average velocity of the current at low water is two and a-half miles an hour—during the July freshet from five to six. The river at this season is about ten feet higher than during the Winter months.

For three or four years an enterprising company has been engaged in transporting Government stores, in steamboats, from the mouth of the Colorado to Fort Yuma, and their persevering energy has so far succeeded in overcoming the natural difficulties of the navigation as to enable them now to perform their trips with entire regularity and certainty.

For one hundred and eighty miles above Fort Yuma the navigation has a character similar to that already described. The river passes through several chains of hills and mountains, forming gorges or cañons, sometimes of considerable size, and in these there is generally a better channel than in the valleys.

During the next one hundred miles greatly bare are of frequent occurrence, and at some of them the stream presents almost the appearance of a rapid. In the interval between, in both valleys and cañons, are stretches of good river, and, although the bad places are worse, the channel generally is better than it is below.

For the succeeding fifty miles the river-bed is composed, in a great measure, of coarse gravel and stones, and many small rapids were encountered. Upon several were found not over two feet of water. In this portion of the river there are a few sunken rocks that would be dangerous till their position became known.

The "Black Cañon," which is twenty-five miles in extent, is now reached, and in it the rapids are numerous and difficult.

Above the cañon the river is wide and shallow, and assumes the character of a rapid for so long a distance as to render any attempts to carry boats to a higher point almost valueless; and considering the difficulty, hazard and expense that would be incurred, at the low stage of water, in taking steamboats through the cañon, I am of opinion that its mouth should be considered the practical head of navigation. Up to this point the Colorado, notwithstanding the difficulties to be encountered, may be pronounced navigable. The experiment was attempted, as has been stated, at a time when the river had experienced an unprecedented fall. At most seasons of the year the navigation would be much easier and better, and a boat of suitable model and dimensions, and drawing, when loaded, but two feet, would be able to ascend the Colorado to the mouth of the "Black Cañon" with as much regularity and certainty as the steamboats now upon the river ply between the head of the Gulf and Fort Yuma. Although, during high water, the river experiences great rise, the whole channel is not proportionately deepened. New bars commence at once to form, and at all seasons shoals are liable to be encountered. An iron stern-wheel steamer, one hundred feet long, and of twenty-two feet beam, built full and with a perfectly flat bottom, having a large boiler and powerful high-pressure engine, and drawing, when light, but twelve inches, would be the description of boat best adapted to the service.

Wood of excellent quality, for the purpose of fuel, can be obtained in abundance on the banks, at short intervals, between the mouth of the river and a point fifteen miles below the mouth of the Black Cañon. It is principally mesquite, willow, and cottonwood.

A reconnoissance, made from the foot of the Black Cañon towards the nearest point on the emigrant road to Utah, showed that a wagon-road might be opened between the trail and the head of navigation. For sixteen miles, while passing through the gravel hills and ravines that cover the eastern slope of the fourteening range of mountains, the country is some what rough, and a little work would be required to make a good roadway, but, after reaching the summit, there would be no further difficulty. The distance from the river to the emigrant road is about forty miles.

The navigable portion of the Colorado runs nearly north and south. Near the Gulf the surface on either side is perfectly unbroken; the view being limited towards the west by the last spurs from the mountains of Lower California, and towards the east by the great Sonora desert. Further north broad valleys alternate with wild and rugged ranges of mountains of volcanic origin, that cross the river in almost parallel northwest and southeast lines. The cañons formed by the passage of the river through some of these mountain chains are probably unequaled in beauty and grandeur by any similar formations. In the Black Cañon, the deep and narrow current flows between massive walls of rock that rise sheer from the water for over a thousand feet, arising almost to meet the dizzy height above. The tortuous course of the river, as it winds through these sombre depths, where the rays of the sun rarely penetrate, gives infinite variety to the majestic outlines of the overhanging masses, forming combinations whose colossal proportions and fantastic sublimity it would be impossible to figure or describe.

Above the cañon, in the vicinity of the mouth of the Virgen, is the most rugged and sterile region that I have ever beheld. Huge masses of rock, heaped together in chaotic disorder, and exhibiting on their broad surfaces no trace of vegetation, extend for miles in almost every direction. The volcanic upheavals, which have lava their northern limit, appear to have experienced also their most violent action. Beyond, towards the north and east, the country is undiscovered, and a region to be entered upon that presents totally new features and peculiarities.

This is a vast table-land, hundreds of miles in breadth, extending eastward to the mountains of the Sierra Madre, and stretching far north into Utah. To the extreme limit of vision immense plateaus rise, one above the other, in successive steps; the floors of the most elevated being from seven to eight thousand feet above the level of the sea. The Colorado and its tributaries, seeking the level of the low region to the southwest, have, by ages of wear and abrasion, cut their way through this huge formation, making cañons that are in some places more than a mile in depth. The mighty streams of the main water-courses are the thoroughfares into which smaller but still great channels debouch, and these in turn have their own subordinate tributaries, forming a maze of yawning abysses, generally inaccessible, and have instances it would be a hopeless task to attempt to unravel. Twice only, after long and difficult clambering down the sides of the precipices, and through walled approaches that seemed to be leading into the bowels of the earth, were the banks of the streams below finally attained. One place was on the Colorado itself, and the other near the mouth of one of its larger tributaries. Except at the place of descent, the cañon of the river, as far as it could be seen, showed no place of practicable ingress or egress, and the appearance of the torrent, foaming and surging in its confined bed, left little room for doubt as to what would be the result of any attempt, such as has been sometimes suggested, to explore the river in boats from its sources above.

So numerous and so closely interlaced are the cañons in some sections of this singular region, that they have displaced all but scattered remnants of the original plateau, leaving narrow ridges, isolated ridges, and spires so slender that they seem to totter upon their bases, mounting up to an enormous height from the cañons below.

The natural structure of the country opposes insurmountable barriers to travelling in any lateral direction, and the sterility of the impassable portions of the table-lands rendered the explorations difficult. Though the season of the year was the most favorable for finding water, much inconvenience was experienced from its scarcity, and it is doubtful whether, during the dry months, the cattle could have been preserved at all.

West of the Little Colorado, bells of cedar and pine forests somewhat relieve the general aspect of barrenness. But, traveling eastward, between that river and the towns of the Moquis Indians, the country becomes almost a desert. The immense stretches of rainy sand are broken only by ridges of brilliant red and yellow marls, that intensify the heat and glare of the sun. The mirage, ordinarily existing in such localities, assumes, generally, the appearance of water, and is rendered peculiarly imposing from the known absence of that element over the whole region in question. Built further east the table-lands begin to unite with spurs from the Sierra Madre; the country becomes more broken and diversified, and the desert gives place to the inhospitable Navajo territory that borders the mountains west of the Rio Grande.

The Indians along the southern portions of the Colorado, comprising the Cocopa, Yuma, Chemehuevis, and Mojave tribes, have become tolerably well known from the numbers of persons who have, within the last few years, passed through their territory. Their numbers have been, I think, over-estimated. Idle and lazy-loitering, they assemble en masse, from far and near, at the appearance of strangers, and give an impression of a much larger population than really exists. The crowds that collected each day at the prominent points of the banks to watch the steamboat pass by appeared at first to present continual new rows of individuals. In, but it was found, after time had made familiar the portions of the faces that the paint and feathers permitted to be seen, that the composition of the successive throngs was, in a great measure, the same. The Mojave tribe, which has been least exposed to intercourse with the whites, appeared to be considerably the most numerous. Their symmetrical proportions and stalwart frames have obtained for them the reputation, among all that have been among them, of being the finest race, physically, upon the Continent.

The region east of the Colorado, along both the 35th and 36th parallels, is almost uninhabited. Inconsiderable bands of Tonto Apaches wander, at some seasons, over portions of it, but are necessarily encountered. Two small tribes were found living in the places marked on the accompanying map, in appearance, to descriptions given of strugglers that have been met by parties exploring the country further south. There are but a few hundred of them in all, and they are a miserable, wretched race. Their rude huts of boughs and stones are perched, like birds's nests, in crevices on the sides of the cliffs. Fish from the river, a scanty store of corn, and game are their constantly scarcely and in the direct native, and what little game they can secure, constitute the resources which enable them to keep life in their bodies. Buried in the almost subterranean caverns, where alone they can obtain a permanent supply of water, most of them live and die, entirely isolated from the world above. Their lonely and monotonous life seems to have deadened every faculty and emotion. It might have been supposed that the approach of the first party of whites that had ever penetrated their retreats would have occasioned some sensation; but though the train of men and animals must have come down unnoticed by them entirely unexpectedly, the novel spectacle excited no more apparent interest in the indifferent spectators, than in the toads that were hopping about among the rocks at their feet.

The Moquis Indians, whose residences border upon the country of the Navajoes, were the first large tribe seen after leaving the Colorado. There are seven towns, designated by the early Spanish explorers with the titles of cities, and there are others that are now deserted. The tribe is much smaller than has been sometimes stated. The number of the population has been supposed to be about seven thousand, but I should consider this estimate extravagantly exaggerated. The towns are situated within a few miles of each other, and on the tops of isolated and precipitous hills. They are inclosed by walls of stone, well laid, solidly well constructed. The houses are built around an open court, and the only means of entrance is by ladders that conduct to a small platform on the top of the exterior wall, from within the doors and windows of the habitations open. Springs, near the summits of the hills, furnish a supply of water, and to provide against seasons of drought there are large stone reservoirs, exceedingly well made, placed in the hollows along the faces of the hills. Some of the towns are approached by flights of stone steps, and the steep ascents is laid out in neatly-prepared terraced gardens, the masonry of the revetments being kept in excellent order and preservation. Orchards of peach trees, bearing an indifferent quality of fruit, grow on the hill-sides. In the local valleys below are fields of cotton, corn, pumpkins, and melons, whose cultivation, under great disadvantages of soil, climate, and rainfall, exhibits a degree of industry that in an Indian is truly remarkable. Both men and women labor in the field. They possess a considerable number of sheep—nearly all of a jet-black color—and some poultry. The women wear a long black gown of their own weaving, and the men variegated blankets, also of home manufacture. They are a shambling, ill-made race, with pleasant though homely faces, and are perfectly peaceable and inoffensive. They seem to suffer but little molestation from warlike tribes, which is due, less to their own prowess than to the natural defences of their towns, whose commanding position and difficult approach afford security against both surprise and assault. The progress they have made in agriculture and manufactures helps to maintain their peaceful relations; Indians from all parts of New-Mexico and from Utah having recourse to them for blankets, and, in times of scarcity, for provisions. Their warlike and powerful neighbors, the Navajoes, sometimes commit depredations upon them, but, even with these, an appearance of friendly intercourse is preserved. A curious fact was noticed, and illustrative of certain peculiarities of the Indian race, that the whole tribe do not speak the same language—the inhabitants of three towns alone evidently professing to be unable to understand what is said by the residents of others.

A large portion of the Navajo Territory was traversed, but its inhabitants have become so well known, since the establishment of a military post in their midst, as to require no particular description.

A discussion of the agricultural value of the region explored, or its capability of sustaining a population, would involve many considerations, some of an intricate character, a fair exposition of which would require a degree of detail much beyond the limits of the present communication. A few general facts and conclusions can only be stated.

During the explorations all of the lands upon the Colorado, from its mouth to the 36th parallel, and the greater portion of the region along both the 35th and 36th parallels, between the Colorado and Rio Grande, was traversed. Much of the country had been previously explored, and a considerable portion of it, particularly some of the open valleys of the Great and Little Colorado Rivers, and the Navajo country, pronounced by excellent authorities a good agricultural region, capable of a high degree of cultivation. Many facts were noticed during the examinations that tended to confirm this view, but many unfavorable features were also apparent. Of the valleys upon the Colorado, that of the Mojave Indians, which bounds the 35th parallel, is by far the finest, and is perhaps the most promising-looking region in the portion of New-Mexico west of the Rio Grande. It was visited in the season of fleeing, which, in that climate, is during the month of February. The atmosphere was indescribably balmy and delicious. A pale transparent haze of a peculiar delicate blue, which all artist have noticed who have been in this valley, enveloped it with a softened glow. In brilliant contrast to the dark and towering mountains on either side were groves of trees, with fresh and beautiful foliage, dotting the whole expanse of the foreground. Fields of wheat, corn, beans, pumpkins, and melons, promising a luxuriant crop, met the eye in every direction. Comfortable houses and well-built granaries, overflowing with the last year's stores, testified to the provident affluence of the inhabitants, and the robust appearance of the people themselves, with their well-nourished frames and solid, glossy hides, betokened a high degree of health, comfort, and good living. That, for the number of its lions who now inhabit it, with their habits and mode of life, the country is so excellent one there can be no doubt. Whether it would ever be of much value to white settlers is a great deal.

The shifting of the bed of the Colorado would be a source of great trouble to an incoming valley. The changes occur with a rapidity and to an extent that can scarcely be appreciated by one who has not witnessed them. Having passed through the country in the Spring of 1854, while accompanying the expedition of Lieutenant Whipple for the location of a railroad route along the 35th parallel, I had an opportunity of observing the effects of this action, which were so great as to justify the informant that every portion of the cultivation bottom-lands had, while in his occupancy by the Yuma Indians, who have a certain community of property and interest, and no valuable improvements to lose, this is a matter of no vital moment, but the white settler would be much discouraged from putting up buildings and fences, and digging the ditches necessary for purposes of irrigation, by the knowledge that the river might at any day direct its course through his premises.

Freshets occur, at periodical intervals, which subject large portions of the valley to inundation. For one months of the year the rays of the sun are so intense and burning that no vegetation can withstand their influence, and, during the very early Spring, sometimes, when at midday there is an ordinary Summer temperature, ice formed at night. The growing season is thus rendered exceedingly short, and a single accident to a crop would, for that year, be without remedy. Seasons have occurred, within a few years, when the Mojaves have been subjected from this cause to great privations, and lost considerable numbers from actual starvation.

The composition of various portions of the soil was carefully examined by Dr. NEWBERRY, the geologist of the expedition, and I am informed by him that though much of it is so constituted as to be fertile, very large tracts in the higher parts of the valleys are so impaired by an excess of alkaline substances as to be comparatively valueless.

In forming an opinion of the value of the region, some weight, too, should be attached to the fact that the races upon the river do not multiply. The records of the early Spanish explorers show a diminution rather than an increase of population since that period, and to this there is no assignable cause, unless it may be the insufficiency of the country to sustain a large number of inhabitants. The Mojaves have had no communication with the whites, excepting when a straggling trapper, or some exploring party, has passed by their territory. A peaceful yet a powerful people, and guarded on all sides by difficult mountains, they have suffered but little from wars with other tribes. Their mode of life has conduced to the fullest extent of physical development. The marriage relation, as has been noticed by all who have been among them, is respected in more than an ordinary degree among Indians, and there seems to be no reason, except that above stated, why they should not have become a numerous nation.

The remark made respecting this locality will apply, and perhaps in a stronger manner, to the rest of the country on the river, and also to the valley of the Little Colorado. The latter region contains in ruins and vestiges of a former population, but is now uninhabited.

The remainder of the great area of territory examined presents also the discouraging features. The northern portion is much the worst. Besides the deserts that have been alluded to, to the timbered region there are found broad tracts where the vegetation has become extinct, and the white and withered trunks are left standing. Like monuments, over a vast cemetery of deposited life. No indication of fire exists. The destruction has been gradual, and an impression is conveyed of some deadly root slowly creeping over the surface of the country. Want of rain is undoubtedly the great cause of the evil. Near the abandoned ruins of several of the Moquis towns, no water can be found. The people, though exposed to no contact with the whites, have partially deserted away, and the fact that their ultimate fate of the same agricultural condition continues, can be a question of little doubt.

Along the 35th parallel, within the limit of the volcanic disturbances, much of the country is better, and, at some seasons of the year, very attractive. After the melting snows of Spring, and during the continued rains, a more smiling picture of green forest glades, sparkling streams, verdant hills, and wild flowers, the eye could not desire to dwell upon; and, excepting that the surface of the soil is in most places closely packed with lava rocks, there would seem to be a promising field for the agriculturist. Evidence, however, has been collected of seasons of drought so excessive as to render it doubtful whether more than a small portion of the country could ever be inhabited.

Over the whole of this region and that first alluded to, remains of buildings and fragments of pottery are found, and the fact has been adduced as an argument to establish the present capability of the country to sustain a population; but there seem analogy between these monitoring ruins and the dead forests may be suggestive of a different conclusion; giving rise to a doubt whether the decay of one race of inhabitants might not have been induced by influences that would be effected to prevent the introduction of another.

The mineral resources of some parts of the country explored are considerable. The ranges of mountains that cross the navigable portion of the Colorado, which belong to the same system as those of California and Sonora, are like them the repositories of a huge amount of mineral wealth. They were examined by Dr. NEWBERRY with as great thoroughness and care as the character of the expedition would permit, and found to be traversed by veins of such magnitude and richness as give promise of a field of extensive mining operations. The metals, as far as observed, were gold and mercury, in small quantity; silver, copper, and lead, in rich and valuable deposits; and iron in the greatest abundance. The close proximity of the treasures of these mountains to water transportation, greatly enhances their value. A copper mine, that promises to be highly successful, is now being worked forty miles above Fort Yuma.

In the country of the upper Colorado, the useful minerals found were iron, coal, rock-salt and marble. From the geological structure, they have little pecuniary value, though their existence in that region is a fact of great scientific interest. On the sides of the cañons were splendid exposures of the stratified rocks which constitute the great table lands of New-Mexico, exhibiting all of the formations from the base of it to series to the tertiary.

An estimate has been already presented to the Department of the probable cost of transportation of stores to different points upon the Colorado. Fort Yuma is the only military post at present supplied in this way. The undertaking, while in its infancy, was less expensive than it would be were the amount of business greater and the system fairly organized, but has proved in every respect superior to the slow, difficult and expensive overland transportation. The increased amount of emigrant travel along the 35th and 32d parallels, the overland mail routes, the military posts which must soon be required in the Colorado Valley, and the mining operations, both upon the Colorado and in Arizona, will add largely to the business upon this river.

Many distant points might profit by the facilities of transport it affords. Without entering into all of the details, which will be presented elsewhere, it may be stated that the amount of land transportation saved by sending supplies by this channel would be: to Salt Lake, 700 miles; to Fort Defiance, 600 miles; and to Fort Benicia, near Tucson, 1,100 miles. A statement of the character previously described, in ascending from the mouth of the river to the head of navigation would probably occupy from ten to twenty days; depending upon the season of the year and the stage of the water. There may be built trouble and delay in organizing a large transportation establishment in so new and in some respects so difficult a region, but I can see no reason why the Colorado should not at some day be used as a medium of communication with the greater portion of New Mexico, Eastern California, and Utah.

The examination of the natural history of the region explored was conducted by Dr. NEWBERRY, whose name is well known in connection with such labors. Many new and interesting species of fossils, minerals, plants, and animals were collected. The geological results are of the highest interest. In making the collection, Dr. NEWBERRY was much assisted by Mr. H. B. MEARNSLEY, who prepared a valuable series of illustrations of the more remarkable localities along the route.

Of the navigable portion of the river a careful and detailed survey was made; the labor being principally performed by Mr. G. BRIANT, of San Francisco. A set of meteorological observations, and a topographical reconnoissance from Fort Tejon to Fort Yuma, were zealously conducted by Mr. F. H. TAYLOR, assisted by Mr. C. K. BOOKER.

The steamboat was taken to the mouth of the river, and there put together by the engineer, Mr. A. J. CARSON, of Philadelphia. The work was executed under peculiarly unfavorable circumstances, with surprising expedition, and with an ingenuity and zeal that I cannot too highly commend.

During the trip up the river the boat of pilot was filled by Capt. O. C. HOPPER, who for many years lived upon the Colorado, and the successful ascent and descent of the river may be attributed to the energy, coolness, and thorough capacity with which he accomplished his duties.

A small party accompanied the land explorations, consisting of seven assistants and employes and a few Mexican packers, with an escort of twenty-five men under the command of Lieut. JOHN TYRON, 3d artillery. To this officer I am indebted for valuable assistance in the astronomical and meteorological departments of the survey, and for the excellent order and discipline maintained, throughout the trip, among the individuals of his command.

The train, while following the bank of the river and crossing the country was in charge of Mr. G. H. PARSONS, of California, whose good care and experienced management brought it safely through a country of no ordinary difficulty.

The work of computing the astronomical positions and barometric altitudes is now in progress. Maps of the region explored are being constructed by Mr. F. W. EGLESTEFF, who accompanied the expedition as topographer, and who neglected no opportunity of obtaining, though often at the cost of great exposure and privation, an accurate knowledge of every portion of the region traversed.

During the explorations, the health of all the members of the party was good, and no accident of any kind occurred.

Respectfully, your obedient servant,
J. C. IVES, First Lieut. Top. Eng.,
Commd'g Colorado Exploring Ex.

A. A. HUMPHREYS, Capt. Top. Eng.
In charge Bureau Explorations and Surveys.

Arizona Flood Swept Three Persons Drowned and Many Houses Wrecked, Washington Post, Dec 24, 1914

Item #19

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COLORADO EXPLORING EXPEDITION.

Preliminary Report of Lieut. Ives.

WASHINGTON, Monday, Nov. 1, 1858.

SIR: I have the honor to submit, for the information of the Department, the following brief synopsis of a portion of the results of the expedition, organized under my command, for the exploration of the Rio Colorado of the West.

I sailed from San Francisco for the mouth of the Colorado River on the 1st of November, 1857, in the Quartermaster's schooner, used in transporting stores to the head of the Gulf of California. On board were the property and supplies belonging to the expedition, and also the materials for constructing a small iron steamer to be employed in ascending the river. I was accompanied by a steamboat engineer and a party of seven men. The other assistants and employes took the steamer for San Diego, and crossed by land to Fort Yuma, which is on the Colorado, one hundred and sixty miles above its mouth.

The schooner arrived at the mouth of the river on the 2d of December, having been much detained by calms and head-winds. The steamboat was finished and launched on the 30th of the same month, and the ascent of the river was commenced on the day following. I continued up the river for five hundred miles, reaching, on the 11th of March, in lat. 36° 6′ the mouth of a stream supposed to be the Rio Virgen, beyond which it was impracticable to proceed in boats. I therefore sent back the steamboat and the hydrographic party to Fort Yuma, and taking advantage of the permission granted in the instructions from the Department, left the river on the 23d of March, with a pack train, to examine, as far as possible, the country through which the Upper Colorado and its tributaries flow.

Keeping as near as possible to the river, I traversed the region along the 36th parallel, the greater portion of which had been previously unexplored. Most of the line of the 35th parallel was also visited. Following various lines of examination, gradually conducting towards the east, I arrived, about the 1st of June, at Albuquerque, on the Rio Grande—the distance accomplished during the land explorations amounting to nearly nine hundred miles. At Albuquerque the expedition was broken up, a few members of the party, still retained, returning home by the overland route to Fort Leavenworth.

During the progress of my work upon the navigable portion of the Colorado, the water happened to be, according to the evidence of those who had lived in that vicinity for many years, unprecedentedly low.

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The region at the mouth of the Colorado is a flat expanse of mud. The lines of the shore and the channels that afford entrance to vessels from the Gulf are shifting and changeable, and bars, shoals and islands, composed of a semi-fluid mass, are in constant progress of formation and removal. The navigation for thirty miles above is rendered periodically dangerous by the strength and magnitude of the Spring tides. They have a rise and fall of from twenty-five to thirty feet, and a flow of extraordinary velocity. The flood is preceded by a "bore," or huge tide-wave, from four to seven feet high. In certain narrow bends it is very powerful and violent, but gradually loses its force as it ascends, and at a distance of thirty miles is scarcely perceptible. Along wider portions of the river are curves of the shore in which its force is not felt, and here boats may be safely moored till this dangerous wave has rolled by. Upon the shoals are formed what are called "tide-rips," where the sudden check given to the rushing volume of water causes it to bound along in high successive waves. Steamboats that come to the mouth of the river during the Spring tides must descend above tide-water during the ebb, and start to return two or three hours after the commencement of the flood.

The neap tides have a rise and fall of only ten feet, and a moderate velocity.

Between tide-water and Fort Yuma the principal obstructions to navigation are the sand-bars. These become more frequent and difficult as the river is ascended. The channel is exceedingly circuitous and constantly changing. The average depth is about eight feet. Shoals were frequently encountered, however, where there was scarcely two feet of water. Experience alone can afford the capability of navigating this portion of the river successfully. A knowledge of the locality of the channel cannot be imparted, as it has been known to shift from one bank to the opposite one in a single night. From the formation of the banks, from the appearance of the water, of the eddies, of pieces of drift-wood, and other floating substances, and of the islands and bars visible above the surface, a practiced eye can do much towards selecting the proper course; though boats rarely make a trip between tide-water and Fort Yuma, at the low stage of the river, without grounding many times a day. The bars, however, are composed of soft and loose material, and may always be passed with more or less labor, depending, in a great measure, upon the skill shown in the employment of the different meth-

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loose material, and may always be passed with more or less labor, depending, in a great measure, upon the skill shown in the employment of the different methods of extrication resorted to.

Below Fort Yuma there are no rocks. The snags are numerous, but seldom dangerous.

During the months of April, May and June, while the river is rising, and before new bars have had to form, the navigation is most easy. The average velocity of the current at low water is two and a-half miles an hour—during the July freshet from five to six. The river at this season is about ten feet higher than during the Winter months.

For three or four years an enterprising company has been engaged in transporting Government stores, in steamboats, from the mouth of the Colorado to Fort Yuma, and their persevering energy has so far succeeded in overcoming the natural difficulties of the navigation as to enable them now to perform their trips with entire regularity and certainty.

For one hundred and eighty miles above Fort Yuma the navigation has a character similar to that already described. The river passes through several chains of hills and mountains, forming gorges or cañons, sometimes of considerable size, and in these there is generally a better channel than in the valleys.

During the next one hundred miles gravelly bars are of frequent occurrence, and at some of them the stream presents almost the appearance of a rapid. In the interval between, in both valleys and cañons, are stretches of good river, and, although the bad places are worse, the channel generally is better than it is below.

For the succeeding fifty miles the river-bed is composed, in a great measure, of coarse gravel and stones, and many swift rapids were encountered. Upon several were found not over two feet of water. In this portion of the river there are a few sunken rocks that would be dangerous till their position became known.

The "Black Cañon," which is twenty-five miles in extent, is now reached, and in it the rapids are numerous and difficult.

Above the cañon the river is wide and shallow, and assumes the character of a rapid for so long a distance as to render any attempts to carry boats to a higher point almost valueless: and considering the difficulty, hazard and expense that would be incurred, at the low stage of water, in taking steamboats through the cañon, I am of opinion that its mouth should be considered the practical head of navigation. Up to this point the Colorado, notwithstanding the difficulties to be encountered, may be pronounced navigable. The experiment was attempted, as has been stated, at a time when the river had experienced an unprecedented fall. At most seasons of the year the navigation would be much easier and better, and a boat of suitable model and dimensions, and drawing, when loaded, but two feet, would be able to ascend the Colorado to the mouth of the "Black Cañon" with as much regularity and certainty as the steamboats now upon the river ply between the head of the Gulf and Fort Yuma. Although, during high water, the river experiences a great rise, the whole channel is not proportionately deepened. New bars commence at once to form, and at all seasons shoals are liable to be encountered. An iron stern-wheel steamer, one hundred feet long, and of twenty-two feet

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Gulf and Fort Yuma. Although, during high water, the river experiences a great rise, the whole channel is not proportionately deepened. New bars commence at once to form, and at all seasons shoals are liable to be encountered. An iron stern-wheel steamer, one hundred feet long, and of twenty-two feet beam, built full and with a perfectly flat bottom, having a large boiler and powerful high-pressure engine, and drawing, when light, but twelve inches, would be the description of boat best adapted to the service.

Wood of excellent quality, for the purpose of fuel, can be obtained in abundance on the bank, at short intervals, between the mouth of the river and a point fifteen miles below the mouth of the Black Cañon. It is principally mezquite, willow, and cottonwood.

A reconnoissance, made from the foot of the Black Cañon towards the nearest point on the emigrant road to Utah, showed that a wagon-road might be opened between the trail and the head of navigation. For sixteen miles, while passing through the gravel hills and ravines that cover the eastern slope of the intervening range of mountains, the country is somewhat rough, and a little work would be required to make a good roadway, but, after reaching the summit, there would be no further difficulty. The distance from the river to the emigrant road is about forty miles.

The navigable portion of the Colorado runs nearly north and south. Near the Gulf the surface on either side is perfectly unbroken; the view being limited towards the west by distant spurs from the mountains of Lower California, and towards the east by the great Sonora desert. Further north broad valleys alternate with wild and rugged ranges of mountains of volcanic origin, that cross the river in almost parallel northwest and southeast lines. The cañons formed by the passage of the river through some of these mountain chains are probably unequaled in beauty and grandeur by any similar formations. In the Black Cañon, the deep and narrow current flows between massive walls of rock that rise sheer from the water for over a thousand feet, seeming almost to meet the dizzy height above. The tortuous course of the river, as it winds through these sombre depths, where the rays of the sun rarely penetrate, gives infinite variety to the majestic outlines of the overhanging masses, forming combinations whose colossal proportions and fantastic sublimity it would be impossible to figure or describe.

Above the cañon, in the vicinity of the mouth of the Virgen, is the most rugged and sterile region that I have ever beheld. Barren piles of rock, heaped together in chaotic disorder, and exhibiting on their broad surfaces no trace of vegetation, extend for miles in almost every direction. The volcanic upheavals, which have here their northern limit, appear to have experienced also their most violent action. Beyond, towards the north and east, the country is undisturbed, and a region is entered upon that presents totally new features and peculiarities.

This is a vast table-land, hundreds of miles in breadth, extending eastward to the mountains of the Sierra Madre, and stretching far north into Utah. To the extreme limit of vision immense plateaus rise, one

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above the other, in successive steps; the floors of the most elevated being from seven to eight thousand feet above the level of the sea. The Colorado and its tributaries, seeking the level of the low region to the southwest, have, by ages of wear and abrasion, cut their way through this huge formation, making cañons that are in some places more than a mile in depth. The mighty avenues of the main water-courses are the thoroughfares into which smaller but still giant chasms debouch, and these in turn have their own subordinate tributaries, forming a maze of yawning abysses, generally inaccessible, and whose intricacies it would be a hopeless task to attempt to unravel. Twice only, after long and difficult clambering down the sides of the precipices, and through walled approaches that seemed to be leading into the bowels of the earth, were the banks of the streams below finally attained. One place was on the Colorado itself, and the other near the mouth of one of its larger tributaries. Except at the place of descent, the cañon of the river, as far as it could be seen, showed no place of practicable ingress or outlet, and the appearance of the torrent, foaming and surging along its confined bed, left little room for doubt as to what would be the result of any attempt, such as has been sometimes suggested, to explore the river in boats from its sources above.

So numerous and so closely interlaced are the cañons in some some portions of this singular region, that they have displaced all but scattered remnants of the original plateau, leaving narrow walls, isolated ridges, and spires so slender that they seem to totter upon their bases, shooting up to an enormous height from the vaults below.

The natural surface of the country opposes insurmountable barriers to traveling in any fixed direction, and the aridity of the accessible portions of the table-lands rendered the explorations difficult. Though the season of the year was the most favorable for finding water, much inconvenience was experienced from its scarcity, and it is doubtful whether, during the dry months, the examinations could have been prosecuted at all.

West of the Little Colorado, belts of cedar and pine forests somewhat relieve the general aspect of barrenness, but, traveling eastward, between that river and the towns of the Moquis Indians, the country becomes almost a desert. The immense stretches of sandy soil are broken only by ridges of brilliant red and yellow marls, that intensify the heat and the glare of the sun. The mirage, ordinarily existing in such localities, assumes, generally, the appearance of water, and is rendered peculiarly unpleasant from the known absence of that element over the whole region in question. Still further east the table-lands begin to mingle with spurs from the Sierra Madre; the country becomes more broken and diversified, and the desert gives place to the habitable Navajo territory that borders the mountains west of the Rio Grande.

The Indians living along the lower portions of the Colorado, comprising the Cocopa, Yuma, Chemehuevis, and Mojave tribes, have become tolerably well known from the narratives of persons who have, within the last few years, passed through their territory. Their numbers have been, I think, over-estimated. Idle and inquisitive, they assemble *en masse*,

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within the last few years, passed through their territory. Their numbers have been, I think, over-estimated. Idle and inquisitive, they assemble *en masse*, from far and near, at the approach of strangers, and give an impression of a much larger population than really exists. The crowds that collected each day at the prominent points of the banks to watch the steamboat pass by appeared at first to present continual new sets of individuals, but it was found, after time had made familiar the portions of the faces that the paint and mud permitted to be visible, that the composition of the successive throngs was, in a great measure, the same. The Mojave tribe, which has been least exposed to intercourse with the whites, appeared to be considerably the most numerous. Their symmetrical proportions and stalwart frames have obtained for them the reputation, among all that have been among them, of being the finest race, physically, upon the Continent.

The region east of the Colorado, along both the 36th and 35th parallels, is almost uninhabited. Inconsiderable bands of Tonto Apaches wander, at some seasons, over portions of it, and are occasionally encountered. Two small tribes were found living in the plateau cañons of the Colorado, corresponding, in appearance, to descriptions given of stragglers that have been met by parties crossing the country further south. There are but a few hundred of them in all, and they are a diminutive, wretched race. Their rude huts of boughs and stones are perched, like bird's nests, in crevices on the sides of the cliffs. Fish from the river, a scanty store of corn, wrung from some comparatively sunny spot in the dismal ravine, and what little game they can secure, constitute the resources which enable them to keep life in their bodies. Buried in the almost subterranean caverns, where alone they can obtain a permanent supply of water, most of them live and die, entirely isolated from the world above. Their lonely and monotonous life seems to have deadened every faculty and emotion. It might have been supposed that the approach of the first party of whites that had ever penetrated their retreats would have occasioned some sensation; but though the train of men and animals must have come down amongst them entirely unexpectedly, the novel spectacle excited no more apparent interest in the individuals encountered, than in the toads that were hopping about among the rocks at their feet.

The Moquis Indians, whose residences border upon the country of the Navajoes, were the first large tribe seen after leaving the Colorado. There are seven towns, dignified by the early Spanish explorers with the titles of cities, and ruins of others that are now deserted. The tribe is much smaller than has been sometimes stated. The number of the population has been supposed to be about seven thousand, but I should consider one-half of this an extravagant estimate. The towns are situated within a few miles of each other, and on the tops of isolated and precipitous hills. They are inclosed by walls of stone, and tolerably well constructed. The houses are built around an open court, and the only mode of entrance is by ladders that conduct to a small platform on the top of the exterior wall, upon which the doors and windows of the habitations open. Springs, near the summits of the hills, furnish a supply of water, and to provide against seasons of drought there are large stone res-

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of the habitations open. Springs, near the summits of the hills, furnish a supply of water, and to provide against seasons of drought there are large stone reservoirs, exceedingly well made, placed in the hollows along the faces of the bluffs. Some of the towns are approached by flights of stone steps, and the steep ascent is laid out in neatly-arranged terraced gardens, the masonry of the revetments being kept in excellent order and preservation. Orchards of peach trees, bearing an indifferent quality of fruit, grow on the hill-sides. In the broad valleys below are fields of cotton, corn, pumpkins, and melons, whose cultivation, under great disadvantages of soil, climate, and agricultural outfit, exhibits a degree of industry that in an Indian is truly remarkable. Both men and women labor in the field. They possess a considerable number of sheep—nearly all of a jet-black color—and some poultry. The women wear a long black gown of their own weaving, and the men variegated blankets, also of home manufacture. They are a shambling, ill-made race, with pleasant though homely faces, and are perfectly peaceable and inoffensive. They seem to suffer but little molestation from warlike tribes, which is due, less to their own prowess, than to the natural defences of their towns, whose commanding position and difficult approach afford security against both surprise and assault. The progress they have made in agriculture and manufactures helps to maintain their peaceful relations; Indians from all parts of New-Mexico and from Utah having recourse to them for blankets, and, in times of scarcity, for provisions. Their unruly and powerful neighbors, the Navajoes, sometimes commit depredations upon them, but, even with these, an appearance of friendly intercourse is preserved. A curious fact was noticed, and illustrative of certain peculiarities of the Indian race, that the whole tribe do not speak the same language—the individuals in some of the towns absolutely professing to be unable to understand what is said by the residents of others.

A large portion of the Navajo Territory was traversed, but its inhabitants have become so well known, since the establishment of a military post in their midst, as to require no particular description.

A discussion of the agricultural value of the region explored, or its capability of sustaining a population, would involve many considerations, some of an intricate character, a fair exposition of which would require a degree of detail much beyond the limits of the present communication. A few general facts and conclusions can only be stated.

During the explorations all of the lands upon the the Colorado, from its mouth to the 36th parallel, and the greater portion of the region along both the 36th and 35th parallels, between the Colorado and the Rio Grande, was traversed. Much of the country had been previously explored, and a considerable portion of it, particularly some of the open valleys of the Great and Little Colorado Rivers, and the Navajo country, pronounced by excellent authorities a good agricultural region, capable of a high degree of cultivation. Many facts were noticed during the examinations that tended to confirm this view, but many unfavorable features were also apparent. Of the valleys upon the Colorado, that of the Mojave Indians, which borders the 35th parallel, is by far

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many unfavorable features were also apparent. Of the valleys upon the Colorado, that of the Mojave Indians, which borders the 35th parallel, is by far the finest, and is perhaps the most promising-looking region in the portion of New-Mexico west of the Rio Grande. It was visited in the season of Spring, which, in that climate, is during the month of February. The atmosphere was indescribably balmy and delicious. A pale transparent haze of a peculiar delicate blue, which all must have noticed who have been in this valley, enveloped it with a softened glow. In brilliant contrast to the dark and frowning mountains on either side were groves of trees, with fresh and beautiful foliage, dotting the whole expanse of the foreground. Fields of wheat, corn, beans, pumpkins, and melons, promising a luxuriant crop, met the eye in every direction. Comfortable houses and well-built granaries, overflowing with the last year's stores, testified to the provident affluence of the inhabitants, and the robust appearance of the people themselves, with their well-developed frames and solid, glossy limbs, betokened a high degree of health, comfort, and good living. That, for the number of Indians who now inhabit it, with their habits and mode of life, the country is an excellent one there can be no doubt. Whether it could ever be of much value to whites admits of a great deal.

The shifting of the bed of the Colorado would be a source of great trouble in so narrow a valley. The changes occur with a rapidity and to an extent that can scarcely be appreciated by one who has not witnessed them. Having passed through the country in the Spring of 1851, while accompanying the expedition of Lieutenant WHIPPLE for the location of a railroad route along the 35th parallel, I had an opportunity of observing the effects of this action, which were so great as to justify the inference that every portion of the cultivable bottom-lands is liable to be, in turn, overrun by the river. To the Indians, who have a certain community of property and interest, and no valuable improvements to lose, this is a matter of no vital moment, but the white settler would be much discouraged from putting up buildings and fences, and digging the ditches necessary for purposes of irrigation, by the knowledge that the river might at any day direct its course through his premises.

Freshets occur, at periodical intervals, which subject large portions of the valley to inundation. For or five months of the year the rays of the sun are so intense and burning that no vegetation can withstand their influence, and, during the very early Spring, sometimes, when at midday there is an ordinary Summer temperature, ice formed at night. The growing season is thus rendered exceedingly short, and a single accident to a crop would, for that year, be without remedy. Seasons have occurred, within a few years, when the Majoves have been subjected from this

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cause to great privations, and lost considerable numbers from actual starvation.

The composition of various portions of the soil was carefully examined by Dr. NEWBERRY, the geologist of the expedition, and I am informed by him that though much of it is so constituted as to be fertile, very large tracts in the higher parts of the valleys are so impaired by an excess of alkaline substances as to be comparatively valueless.

In forming an opinion of the value of the region, some weight, too, should be attached to the fact that the races upon the river do not multiply. The records of the early Spanish explorers show a diminution rather than an increase of population since that period, and for this there is no assignable cause, unless it may be the incapacity of the country to sustain a large number of inhabitants. The Mojaves have had no communication with the whites, excepting when a wandering trapper, or some exploring party, has passed by their territory. A peaceful yet a powerful people, and guarded on all sides by difficult mountains, they have suffered but little from wars with other tribes. Their mode of life has conduced to the highest state of physical development. The marriage relation, as has been noticed by all who have been among them, is respected in more than an ordinary degree among Indians, and there seems to be no reason, except that above stated, why they should not have become a numerous nation.

The remark made respecting this locality will apply, and perhaps in a stronger manner, to the rest of the country on the river, and also to the valley of the Little Colorado. The latter region aoounds in ruins and vestiges of a former population, but is now uninhabited.

The remainder of the great area of territory examined presents also its discouraging features. The northern portion is much the worse. Besides the deserts that have been alluded to, in the timbered region itself, are found broad tracts where the vegetation has become extinct, and the white and withered trunks are seattered, like monuments, over a vast cemetery of departed life. No indication of fire exists. The destruction has been gradual, and an impression is conveyed of some deadly rot slowly creeping over the surface of the country. Want of rain is undoubtedly the great cause of the evil. Near the abandoned ruins of several of the Moquis towns, no water can be found. This people, though exposed to no contact with the whites, have partially dwindled away, and their ultimate fate, if the same meteorological condition continues, can be a question of little doubt.

Along the 35th parallel, within the limit of the volcanic disturbances, much of the country is better, and, at some seasons of the year, very attractive. After the melting snows of Spring, and during the autumnal rains, a more smiling picture of green forest glades, sparkling streams, verdant hills, and wild flowers, the eye could not desire to dwell upon; and, excepting that the surface of the soil is in most places closely packed with lava rocks, there would seem to

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tumal rains, a more smiling picture of green forest glades, sparkling streams, verdant hills, and wild flowers, the eye could not desire to dwell upon; and, excepting that the surface of the soil is in most places closely packed with lava rocks, there would seem to be a promising field for the agriculturist. Evidence, however, has been collected of seasons of drought so excessive as to render it doubtful whether more than a small portion of the country could ever be inhabited.

Over the whole of this region and that first alluded to, remains of buildings and fragments of pottery are found, and the fact has been adduced as an argument to establish the present capability of the country to sustain a population; but there is an analogy between these mouldering ruins and the dead forests near by suggestive of a different conclusion; giving rise to a doubt whether the decay of one race of inhabitants might not have been induced by influences that would be effectual to prevent the introduction of another.

The mineral resources of some parts of the country explored are considerable. The ranges of mountains that cross the navigable portion of the Colorado, which belong to the same system as those of California and Sonora, are like them the repositories of a large amount of mineral wealth. They were examined by Dr. Newberry with as great thoroughness and care as the character of the expedition would permit, and found to be traversed by veins of such magnitude and richness as to give promise of a field of extensive mining operations. The metals, as far as observed, were gold and mercury, in small quantity; silver, copper, and lead, in rich and valuable deposits; and iron in the greatest abundance. The close proximity of the treasures of these mountains to water transportation, greatly enhances their value. A copper mine, that promises to be highly successful, is now being worked forty miles above Fort Yuma.

In the country of the upper Colorado, the useful minerals found were iron, coal, rock-salt and marble. From their geographical position they have little pecuniary value, though their existence in that region is a fact of great scientific interest. On the sides of the cañons were splendid exposures of the stratified rocks which compose the great table lands of New-Mexico, exhibiting all of the formations from the base of the series to the tertiary.

An estimate has been already presented to the Department of the probable cost of transportation of stores to different points upon the Colorado. Fort Yuma is the only military post at present supplied in this way. The undertaking, while in its infancy, has been more expensive than it would be were the amount of business greater and the system fairly organized, but has proved in every respect superior to the slow, difficult and expensive overland transportation. The increased amount of emigrant travel along the 35th and 32d parallels, the overland mail routes, the military post which must soon be required in the Mojave Valley, and the mining operations, both upon the Colorado and in Arizona, will add largely to the business upon the river.

Many distant points might profit by the facilities of approach it affords. Without entering into all of the details, which will be presented elsewhere, it may be stated that the amount of land transportation saved by

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rado and in Arizona, will add largely to the business upon the river.

Many distant points might profit by the facilities of approach it affords. Without entering into all of the details, which will be presented elsewhere, it may be stated that the amount of land transportation saved by sending supplies by this channel would be: to Salt Lake, 700 miles; to Fort Defiance, 600 miles; and to Fort Buchanan, near Tucso, 1,100 miles. A steamboat of the character previously described, in ascending from the mouth of the river to the head of navigation would probably occupy from ten to twenty days; depending upon the season of the year and the stage of the water. There may be both trouble and delay in organizing a large transportation establishment in so new and in some respects so difficult a region, but I can see no reason why the Colorado should not at some day be used as a medium of communication with the greater portion of New Mexico, Eastern California, and Utah.

The examination of the natural history of the region explored was conducted by Dr. NEWBERRY, whose name is well known in connection with such labors. Many new and interesting species of fossils, minerals, plants, and animals were collected. The geological results are of the highest interest. In making the collections Dr. NEWBERRY was much assisted by Mr. H. B. MOLLHAUSEN, who prepared a valuable series of illustrations of the more remarkable localities along the route.

Of the navigable portion of the river a careful and detailed survey was made; the labor being principally performed by Mr. C. BIELAWSKI, of San Francisco. A set of meteorological and tidal observations, and a topographical reconnaissance from Fort Tejon to Fort Yuma, were zealously conducted by Mr. P. H. TAYLOR, assisted by Mr. C. K. BOOKER.

The steamboat was taken to the mouth of the river, and there put together by the engineer, Mr. A. J. CARROLL, of Philadelphia. The work was executed under peculiarly unfavorable circumstances, with surprising expedition, and with an ingenuity and zeal that I cannot too highly commend.

During the trip up the river the post of pilot was filled by Capt. D. C. ROBINSON, who had for many years lived upon the Colorado, and the successful ascent and descent of the river may be attributed to the energy, coolness, and thorough capacity with which he accomplished his duties.

A small party accompanied the land explorations, consisting of seven assistants and employes and a few Mexican packers, with an escort of twenty-five men under the command of Lieut. JOHN TIPTON, 3d artillery. To this officer I am indebted for valuable assistance in the astronomical and meteorological departments of the survey, and for the excellent order and discipline maintained, throughout the trip, among the individuals of his command.

The train, while following the bank of the river and crossing the country was in charge of Mr. G. H. PEACOCK, of California, whose good care and experienced management brought it safely through a country of no ordinary difficulty.

The work of computing the astronomical positions

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The train, while following the bank of the river and crossing the country was in charge of Mr. G. H. Peacock, of California, whose good care and experienced management brought it safely through a country of no ordinary difficulty.

The work of computing the astronomical positions and barometic altitudes is now in progress. Maps of the region explored are being constructed by Mr. F. W. Egloffstein, who accompanied the expedition as topographer, and who neglected no opportunity of obtaining, though often at the cost of great exposure and privation, an accurate knowledge of every portion of the region traversed.

During the explorations, the health of all the members of the party was good, and no accident of any kind occurred.

Respectfully, your obedient servant,
J. C. IVES, First Lieut. Top. Eng.
Comm'd'g Colorado Exploring Ex.

A. A. Humphreys, Capt. Top. Eng.
In charge Bureau Explorations and Surveys.

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El Paso Evening Post, September 20, 1929

CONTROL OF WATER IS OBJECT OF ENGINEERS

Immediate Survey Urged to Determine Best Site for Dam For Gila Valley in Arizona

SAFFORD, Ariz.—Typical of much of the southwest, the Gila valley irrigation district has sent the cry, "Water, give us water," simultaneously with the appeal, "Save us from the flood."

In a report made on the district by its officers, recommendations for an immediate survey have been made to determine the most strategic points for a dam, or series of dams, both to control the flood menace and to provide against drought.

White men first set foot in the valley in the 16th century. Early settlers fought Indians and floods. The Indians are no longer a menace, but as yet the flood danger is to be overcome.

In this narrow strip, two miles wide by 35 miles long, thru which the Gila river winds its way, there are now 32,000 irrigated acres in 890 farms supporting a population of 14,500. There is no bonded or other indebtedness against the district. The estimated land value is $13,000,000.

Depend on Canal

Crops worth more than $2,500,000 and livestock worth almost $3,500,000 depend for their existence on a canal system operated by 19 canal companies.

The canal system comprises 200 miles of canals and laterals.

The Gila valley irrigation district is the largest irrigation district in Arizona, according to the report. In it lives a population most of which is of the Mormon faith. This religious sect has erected, and maintains, 13 churches. Schools accommodate an average daily attendance of 2600, and Gila college at Thatcher has an enrollment of 300.

Tells Experiences

The ravages of the uncontrolled waters in the valley are illustrated in the experience of Hiram Weach, pioneer settler whose entire settlement of 160 acres near the stream bed was eaten away by floods. The experience is extreme but typical.

One flood, in January, 1916, washed away 1200 acres, according to the Indian service department.

Economically, upper Gila valley is important. It holds the cities of Globe and Miami, employing thousands in the mining industry. Good highways lead from both ends of the valley to its markets.

Ellsworth President

Officers of the district are: President, Wm. Ellsworth; secretary, J. M. Wilson; board of directors, Richard G. Layton, S. S. Marshall, Milton Hines; legal advisors, Kibbey, Bennett, Gust, Smith and Lyman; engineer, W. R. Elliott.

Canal companies represented include Union, Sunflower, Union Extension, Southville, Dodge, Ft. Thomas, Nevada, Graham, Oregon, Curtis Kingston, Brown, Tourness, Michelena, San Jose, San Jose Extension, Safford, San Jose, Montezuma, Layton and Layton Extension.

The land north of the Gila river was ceded to the United States by Mexico after the war of 1848. The area south was acquired by the Gadsden purchase in 1854.

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CROSSING THE RIVERS.

Telegraphic Communication With Tempe. The Gila Too Rough for Boats.

Telegraphic communication has been again opened to Tempe. All day yesterday a force of men labored to stretch the wire over the river, and, near evening, succeeded, after four failures, owing to breakage of tackle.

The Gila has not as yet been crossed. A train has been down each day from Tempe lately, carrying a boat and material for stretching a telegraph wire across that stream, but an attempt to cross was deemed too hazardous. In the newly-cut channel near the bridge the waves are rolling six feet in height and the river has fallen but four feet from the highest point reached. A trial will be made today to cross and if successful the wire will be in position by evening. The horseshoe bend to the north of the railroad bridge has cut into the track a distance of 2400 feet. The main current is under the northern bank and it is thought to be still washing away the bank.

A large amount of mail brought from Phœnix has accumulated at Tempe and another draft will be taken over this morning. If the Gila can be crossed the mail will be transferred by skiff to the south side and taken to Maricopa on a hand-car. Still, considering the last reports from the Southern Pacific, it is doubtful if there any trains will be found running on that line.

Queen creek, that odd stream without

Crossing the Rivers,
Arizona Republican (Phoenix, Arizona),
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Queen creek, that odd stream without a mouth, issuing from behind the Superstition mountain, overflowed the Sacaton [illegible] and found an outlet to the Gila river along the sand bank that lies about nine miles south of Tempe. The stream crossed the Maricopa & Phoenix railroad a short distance below Kyrene, though in no great volume and flowed on to the west.

Word was received at Tempe yesterday, that C. S. Stewart's upper trading station on the Gila reservation, at the Buttes, had been washed away. The goods were saved, but 250 sacks of wheat were lost.

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Crossing the Rivers,
Arizona Republican (Phoenix, Arizona),
February 28, 1891
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DAILY PROGRESS.

THURSDAY MORNING, JUNE 9, 1859.

THE TERRITORY OF ARIZONA.—The correspondent of the St. Louis Republican writes as follows concerning the Territory of Arizona, about which so much has been said within a year or two past:

This Territory is a collection of rugged mountains, rough hills, and sandy gulleys, with a hard rocky soil. upon which the rains of heaven rarely descend. The Gila is the most reliable stream in Arizona but in the summer time comes very near drying up At ordinary stages the river is from six inches to one foot in depth, and from fifteen to twenty five-yards wide. The water is clear, but strongly impregnated with alkali—in some places to such an extent as to render the water unfit for use. Between Fort Yuma, and a point one hundred miles from the river, the arable land is occupied by the Pimo villages.

As you ascend the river, the bottoms are narrow, the soil light, sandy, and covered almost with an impalpable dust which nearly chokes the traveler as he journeys along. During the summer the weather is intensely hot, sweltering, nearly insupportable, and the river water so warm that it is absolutely nauseating. For reptiles of all sorts—tarrantulas. snakes, centipedes, ravenous bugs, and ferocious flies—it is the finest country in the world; and they, combined with the heat, dust, and bad water, are enough to sicken a person of the Gila in a very short time and so far have had that effect.

Even if good land and water were abundant the region is isolated, almost inaccessibly, traversed by Indians, and, in fact, never can be of any value except for its minerals, if any should be found sufficiently valuable to pay men for risking their lives in one of the most desolate regions of the world. In the winter season, the climate of the Gila valley is extremely cold, with severe frost and biting winds. Of games there is very little; fish are found in the upper waters and tributaries but they are coarse, flabby, and, in the warm season as soft as mud. Still they are the only fish in Arizona. Around Mount Graham there is a itttle patch of land that might be farmed, but it will probably be needed for an Indian reservation. So much for the Gila river valley, which has been mentioned as a paradise and a garden spot of the world. It is a consummate humbug.

Daily Progress – The Territory of Arizona,
Newbern Daily Progress
June 9, 1859
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DRIFTWOOD AT HAND

Great Damage on the Lower Gila.

No Communication Across That Stream.

The First Stage by the Black Canyon Route—Damage to Canals.

Captain Heil Hale, who is building the Tucson canal, down on the Gila near Agua Caliente, arrived in the city yesterday evening, having successfully crossed the Hassayampa and Agua Fria.

Water in the latter stream was still several feet deep yesterday and a number of freight teams were tied up on the road waiting to cross. Wading ahead and leading his horses, which were attached to a light buckboard, Captain Hale succeeded in crossing the treacherous stream safely. Two horsemen attempted to follow after Captain Hale had crossed, but one of them got caught in the quicksands, and the last seen of him he was standing in the river endeavoring to hold his horse's head out of the water. Whether horse and man got out or were lost is not known. The river will not be safe for freights before Monday.

Captain Hale reports great damage by the flood along the lower Gila. At the first rise last week the water was higher than ever before, except in 1862 or 1863. According to water marks kept by old man Nealir, the Gila was eight inches higher then than it was last week. But the raise this week went above all others, being nearly two feet above any mark ever before known. The head of the Tucson ditch being in a cañon, the water poured over at a great depth, doing little damage. Below the cañon it spread and the banks of the ditch were washed out in several places.

Tuesday the river rose with such velocity that many people barely escaped with their lives. At times the water rose at the rate of four feet an hour and nothing could withstand its tremendous force. Great cottonwood trees that had stood for years were bent down by the force of the flood. In a minute the roots would be laid bare and the next moment they were borne away as drift.

All the lower country from the Hayes

Driftwood at Hand…No Communication Across That Stream,
Arizona Republic (Phoenix, Arizona),
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as drift.

All the lower country from the Hassayampa to Yuma were flooded, and ranchers who supposed their houses above the reach of floods, were compelled to flee to the mesas. Dennis Madigan, the destruction of whose house has previously been reported, had placed provisions in a tree and told some neighbors he would take to the tree if necessity arose. Captain Hale reports that he has not been seen since, and it is not known whether he survived or not.

J. B. Wedgeworth was working on the north side of the river when the flood came. He lived in a log house on the south bank. His wife and children were at home. From Agua Caliente mountain it could be seen that the water was several feet deep around the house, but no signs of life were visible and it is not known whether the family were drowned or not. A boat was built at Agua Caliente and an attempt made to cross the river, but the current was so strong that a crossing could not be made. The water is supposed to have reached the large new adobe house of R. H. Wills, south of Agua Caliente, and if so it has been destroyed.

On the Farmer's canal, below Agua Caliente, every adobe ranch house was destroyed and much other damage done. Jake Wisner's house was washed away in the first rise. A. Martin's house was badly damaged then and the second rise is supposed to have finished it.

A. E. Martin, eight miles below Agua Caliente, lost 150 tons of hay. J. E. Nelson, a neighboring rancher, lost fifty tons. On over in Yuma county, along the Mohawk canal, the result was the same and ranchers fled to the hillsides. No mail has crossed the river since February 18.

Driftwood at Hand...No Communication Across That Stream,
Arizona Republic (Phoenix, Arizona),
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ruary 18.

Bainbridge, the watchman at the head of Major Wham's canal, was caught between the canal and the river in the first flood by the breaking of the headgates. The first night out he slept on some high land but the second night was compelled to take to a tree. The second day a rabbit swam into the tree for shelter, which he caught and killed, eating one-quarter. Calculating that he would have six days to live in the tree before the water would go down sufficient for him to escape, Bainbridge hung up the rest of the rabbit for rations, That afternoon some men on the bank who were looking for Bainbridge discovered him in the tree. A raft was constructed and pushed out to within fifty feet of him, beyond which they dare not venture for the swift current. A rope was thrown him, however, when he was hauled on board and taken to dry land.

The famous Oatman flat was completely submerged. It will be some time before the extent of the damage can be known, but it will no doubt be considerable.

CROSSING THE RIVERS.

Telegraphic Communication With Tempe. The Gila Too Rough for Boats.

Telegraphic communication has been again opened to Tempe. All day yesterday a force of men labored to stretch the wire over the river, and, near evening,

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Drowned in the Gila.

TUCSON (A. T.), February 28.—A special to the *Citizen* says that a stake driver named Morris and a man named Jim Rogers attempted to cross the Gila river at Riverside with mail this morning. Morris was drowned, and the last seen of Rogers was when he was floating down the river on a piece of driftwood.

Drowned in the Gila,
San Francisco Chronicle
March 1, 1891
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hot valleys of Persia and China.

CHAPTER VI.

PRIMITIVE ATTEMPTS.

EARLY USE OF IRRIGATION ON THIS COAST AS SHOWN BY RECORDS AND REMAINS IN NEW AND OLD MEXICO, ARIZONA AND COLORADO—EXTENSIVE RESERVOIR SITES ALONG THE GILA AND OTHER STREAMS.

IT was stated at the close of the last chapter that when the Spanish Conquisdatores overran Peru they found the agriculturists of that country practicing the art of irrigation in much the same manner as the Spaniards had learned of the Moors. When Cortez conquered Mexico the same practice was observed among the Aztecs and so, too, it has been found that all the native races of the Pacific coast knew of the advantages of the artificial use of water and put that knowledge to use. Neither time nor space will permit the complete study of the early use of irrigation on this coast, but a few quotations from Mr. Bancroft's exhaustive works may be given to show that the present practice of the art is only a revival.

Take for instance the Pueblo Indians of New Mexico, whose civilization runs back almost to prehistoric times. From the earliest information we have of these nations they are known to have been tillers of the soil, and though the implements used and their methods of cultiuation were both simple and primitive, cotton, corn, wheat, beans, with many varieties of fruits, which constituted their principal food, were raised in abundance. They bred poultry to a considerable extent, fish was eaten whenever obtainable, as also a few wild animals, such as deer, hares and rabbits, though they were indifferent hunters. The Papagos, whose country did not present such favorable conditions

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Most of the New Mexicans rrigated their lands by means of conduits or ditches, leading either from the river or from tanks, in which rain water was collected and stored for this purpose. These ditches were kept in repair by the community, but farming operations were carried on by each family for its own separate benefit. The manner of irrigating has been retained to this day, Emory M. Fremont and Emory's "Notes of Travel" saying that they were much "impressed with the beauty, order and disposition of the arrangements for irrigating."

Respecting the particular methods of cultivation practiced by the Nahua nations—which included the Aztecs and Toltecs—except in the raising of corn, early observers have left no definite information. The valleys (of Mexico) were, of course, the favorite localities for corn fields, but the highlands were also cultivated. In the latter case the trees and bushes were cut down, the land burned over and the seed put in among the ashes. Such lands were allowed to rest several years after each crop, until the surface was covered with grass and bushes for a new burning. No other fertilizer than ashes, so far as known, has been employed. Fields were inclosed by stone walls and hedges of magney, which were carefully repaired each year. They had no laboring animals and their farming implements were exceedingly few and rude. Three of these only are mentioned. The huictli was a kind of oaken shovel or spade in handling which both hands

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The chinampas, or floating gardens, cultivated by the Aztecs on the surface of the lakes in Anahuac, may also be considered as a species of irrigation. Driven in the days of their natural

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weakness to the lake islands, too small for the tillage which on the main had supported them, these ingenious people devised the chinampa. They observed small portions of the shore, detached by the high water and held together by fibrous roots floating about on the surface of the water. Acting on the suggestion, they constructed rafts of light wood, carried them with smaller sticks, rushes and reeds, bound together with fibrous aquatic plants; and on this foundation they heaped two or three feet of black mud from the bottom of the lake. Thus the broad surface around their island home was dotted with fertile gardens, self-irrigating and independent of rains, easily moved from place to place according to the fancy of the proprietor. They usually took the form of parallelograms, and were often over 100 feet long. All the agricultural products of the country, particularly maize, chile and beans, were soon produced in abundance on the chinampas, while the larger ones even bore fruit and shade trees of considerable size, and a hut for the convenience of the owner, a gardener. The floating gardens have remained in use down to modern times, but since the waters of the lakes receded so much from their former limits they have been generally attached to the shore, being separated by narrow canals, navigated by the canoes which bear their produce to the markets. In later times, however, only flowers and garden vegetables have been raised in this manner.

On the mainland throughout the Nahua territory, few fertile spots were left uncultivated. The land was densely populated, irrigation was a necessity and agriculture was an honorable profession, in which all, except the King, the nobility and soldiers in time of actual war, were more or less engaged.

valleys, surrounded by traces of acequias, although in one instance the ruins of the town were ten miles from the nearest water.

From the mouth of the San Pedro, which joins the Gila about forty miles eastward of the Casa Grande, up the Gila valley eastward, ruins of ancient edifices and irrigating works are frequently found on both banks of the river. Emory says: "Wherever the mountains did not impinge too close on the river and shut out the valley, they were seen in great abundance: enough, I should think to indicate the residence and support of at least 100,000."

The seven Moqui towns in Arizona, situated in an isolated region about midway between the Colorado, Chiquito and Chelly canyon, are similar to the pueblo towns of the Rio Grande. They were probably visited by the earliest Spanish explorers, and have a claim to as great an antiquity as any in the whole region. Lieutenant Ives visited the Moquis in 1858, and his description being the best extant, the following quotation is taken therefrom: "I discovered with a spy glass," he writes, "two of the Moqui towns eight of ten miles distant upon the summit or a high bluff overhanging the opposite side of the valley. They were built close to the edge of the precipice. The outlines of the closely packed structures looked in the distance like the towers and battlements of a castle. The face of the bluff, upon the summit of which the town was perched, was cut up and irregular. We here led through a passage that wound among some low hillocks of sand and rock that extended half way to the top. A small plateau, in the centre of which was a circular reservoir fifty feet in diameter, lined with masonry and filled with pure cold water. The basin was fed from a pipe connected with some

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The tierra caliente and the low forest-clad foothills of Yucatan, Guatemala and Tabasco, present claims as strong at least as those of any other locality to be considered the birthplace of American civilization. Its legends include the traditional origin of agriculture and the discovery of maize as an edible. From the time of its traditional discovery down to the Spanish conquest and even down to the present time the yellow and white maize, in their several varieties, have been the chief reliance of the Maya, as of the Nahua nations, for daily food. Every year during the latter months of the dry season, from March to May, the Maya farmer busied himself in preparing his milpa, or corn field, which he did by simply cutting or uprooting the dense growth and burning it. The ashes thus produced were the only fertilizer ever employed, and even this was probably never needed in this land of tropical fertility. Just before the first rain fell, equipped with a sack of seed maize on his shoulder and a sharpened stick in his hand, he made holes at regular intervals among the ashes, and in each deposited five or six grains, covering them with the same instrument, aided perhaps by his foot. In Yucatan the planters united in

"two of the Moqui towns eight or ten miles distant upon the summit or a high bluff overhanging the opposite side of the valley. They were built close to the edge of the precipice. The outlines of the closely packed structures looked in the distance like the towers and battlements of a castle. The face of the bluff, upon the summit of which the town was perched, was cut up and irregular. We here led through a passage that wound among some low hillocks of sand and rock that extended half way to the top. A small plateau, in the centre of which was a circular reservoir fifty feet in diameter, lined with masonry and filled with pure cold water. The basin was fed from a pipe connected with some source of supply upon the summit of the mesa. Continuing to ascend we came to another reservoir, smaller, but of more elaborate construction and finish. Between the two the face of the cliff had been ingeniously converted into terraces. These were faced with neat masonry and contained gardens, each surrounded with a raised edge so as to retain water upon the surface. Pipes from the reservoir permitted them at any time to be irrigated. Peach trees were growing upon the terraces and in the hollows below. A long flight of stone steps, with sharp turns that could easily be defended, was built into the face of the precipice, and led from the upper reservoir to the foot of the town. The town is nearly square, and surrounded by a stone wall fifteen feet high, the top of which forms a landing extending around the whole. Flights of stone steps led from the first to a second landing, upon which the doors of the house open. The room was 11 feet by 10; the walls were made of adobe; the partitions of substantial beams; the floor laid with clay. In one corner was a fireplace and a chimney. Everything was clean and tidy. Skins, bows and arrows, quivers, antlers, blankets

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In Yucatan the planters united in bands of twenty for mutual assistance, working together until the land of all the club was properly seeded. It was not customary to plant very large fields, but rather many small ones in different localities to guard against a possible partial failure of the crops from local causes. Hedges, ditches and fences were constructed to inclose the milpas, which the Spaniards said were so effective that their horses were unable to leap them. The corn was carefully kept free from weeds while growing, and watched by boys after it had begun to ripen. In Nicaragua, where Oviedo tells us more attention was paid to agriculture than in any other region visited by him, the boys took their stations in trees or raised scaffolds, where they kept up a continual shouting to drive away the birds. Irrigation was practiced when the rains were backward, and if we may credit Oviedo, by thus artificially forcing the crop in Nicaragua, well-filled corn was plucked only forty days after planting the seed.

The explorations undertaken under the authority of the United States Government for the purpose of surveying a practicable route for an interoceanic railroad, and also to establish a boundary line between American and Mexican territory, all prove that irriga-

arrows, quivers, antlers, blankets, articles of clothing and ornament were hanging from the walls or arranged upon the shelves. Vases, flat dishes and gourds filled with meal or water were standing along one side of the room. At the other end was a trough, divided into compartments, in each of which was a sloping stone slab, two or three feet square, for grinding corn upon. In a recess of an inner room was piled a goodly stock of corn in the ear. We learned that there were seven towns, and that the name of that which we were visiting was Mooshahnet. A second smaller town was half a mile distant; two miles westward was a third. Five or six miles to the northeast a bluff was pointed out as the location of three others, and we were informed that the last of the seven, Orayhe, was still farther distant, on the trail toward the great river. Each pueblo is built around a rectangular court, in which we suppose are the springs that furnish the supply to the reservoirs. The exterior walls, which are of stone, have no openings, and would have to be scaled or battered down before access could be gained to the interior.

"The successive stories are set back, one behind the other. The lower rooms are reached through trapdoors from the first landing. The houses are three

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a boundary line between American and Mexican territory, all prove that irrigation was practised by all the interior nations. In this division of Pacific States antiquities, the following classes have been made by Mr. Bancroft: First—The remains of ancient stone and adobe buildings in all stages of disintegration, from standing walls with roofs and floors to shapeless heaps of debris or simple lines of foundation stones; second, aboriginal structures of stone or earth, the purpose of which, either by reason of their advanced state of ruin or of the slight attention given them by travelers, is not apparent; third, pottery, always in fragments; fourth, implements and ornaments of stone and shell not numerous; fifth, painted or engraved figures on cliffs, bowlders and the sides of caverns; and sixth, traces of aboriginal agriculture in the shape of acequias and zanjas, or irrigating canals and ditches.

Traces of acequias are mentioned by all writers and travelers as occurring frequently in the Gila bottom, but no plan or accurate description of these irrigating works has been given. Mange describes a main canal as twenty-seven feet wide, ten feet deep, capable of carrying half the waters of the Gila, and extending from the river for a circuit of three leagues. Considering the gen-

are reached through gateways from the first landing. The houses are three rooms deep and open upon the interior court. He led the way to the east of the bluff on which Orayhe stands. Eight or nine miles brought the train to an angle formed by the faces of the precipice. At the foot was a reservoir, and a broad road winding up the steep ascent. On either side the bluffs were cut into terraces and laid out into gardens similar to those seen at Moosbahnet, and, like them, irrigated from upper reservoirs. The whole reflected great credit upon the Moquis' ingenuity and skill in the department of engineering. The walls of the terraces and reservoirs were of partially dressed stone, well and strongly built, and the irrigating pipes conveniently arranged. The little gardens were neatly laid out."

CHAPTER VII.

CLIMATE AND COUNTRY.

PHYSICAL GEOGRAPHY OF CALIFORNIA—ITS METEOROLOGICAL PECULIARITIES—THE TWO GREAT VALLEYS—SOUTHERN CALIFORNIA AND ITS MESAS—THE STATE'S STREAMS AND WATER SHEDS.

BEFORE asking the reader's attention to a description of

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extending from the river for a circuit of three leagues. Considering the general conformation of the bottom and plateau of the Gila valley, where this channel was found, it seems impossible that a canal ten or even twenty feet deep could have reached the level of the river, but Mange's assertion is very explicit, and may be explained by the surmise that the configuration of the soil has been subjected to comparatively recent change. Sedelmair and Pelardo speak of an irrigating reservoir six leagues southward of the Gila which was 110 feet by 165 feet, with walls of masonry.

The Salado ruins, between the Gila and Verde, about thirty-five miles from the south, were examined by Mr. Bartlett. In only two instances did portions of standing walls remain; being in one case the ruins of an adobe building over 200 feet long and from sixty to eighty feet wide, facing the cardinal points, and, so far as could be judged by the debris, three or four stories high. In the river bottom the remains of irrigating canals are of frequent occurrence, one of them being from twenty to twenty-five feet wide and four to five feet deep, formed by cutting down the bank of the plateau, along which it extends for many miles. Trappers and natives report that these remains continue indefinitely up the valleys of both the Salado and Verde.

Mr. Leroux, who served as guide to several of the United States military expeditions, passed up the Verde valley in 1851 on his way from the Gila to the Colorado Chiquito, keeping a diary, parts of which have been printed. He claims to have found the river bank covered in many places with ruins of stone buildings. The walls were of solid masonry still standing from ten to twenty feet high in two stories, three feet thick and from fifty to seventy-five feet long. Except in material the structures were not unlike the Casa Grande of the Gila, and were generally situated in the most fertile parts of the

Early Use of Irrigation... Extensive Reservoirs Sites Along the Gila...
San Francisco Chronicle,
August 23, 1889

Item #25

26

FERRY.

Hall Hanlon

Keeps a Ferry across the COLORADO RIVER Six Miles below Fort Yuma, at the regular crossing of the U. S. Mail Lines.

The Roads are good and Two Miles and a Half the shortest to Hay, Grain, or pasture.

Two First-Class Boats

Run Day or Night for the accommodation of the Traveling Public.

Ferry March 23 1887

Ferry Advertisement,
The Arizona Sentinel (Yuma, Arizona),
March 23, 1878
Item #26

27

Floating on the Flood.

TUCSON (A. T.), February 28.—Word received from Gila Bend reports that a small cabin floated down the Gila river last night past that place. The lamps were lit, and the cries of women and children were heard.

Floating on the Flood,
San Francisco Chronicle,
March 1, 1891

Item #27

28

FLOODED ARIZONA.

The Situation at Yuma--High Water in Many Places.

YUMA, (Ariz.,) Feb. 28.—[By the Associated Press.] The Colorado and Gila rivers are both falling. More high water is expected. Should it rain, thousands of dollars more of loss will follow, as large stocks of goods saved from the flood are stacked upon the mesa without shelter. The Southern Pacific track west will be opened within six days. The track east is badly washed. No time can be set when communication will be resumed. The Southern Pacific Company has employed a large number of men who were rendered destitute by the floods. Most of the machinery owned by the mining companies operating in Gila City east of Yuma, was ruined by the flood, causing a loss of $60,000.

Contributions for the relief of the sufferers are telegraphed from many places. An express office and other buildings are already in course of construction on the high mesa west of the railroad track.

TUCSON (Ariz.,) Feb. 28.—A special to the Citizen says: A stage-driver named Morris and a man named Jim Rodgers attempted to cross Gila River at Riverside with the mail this morning. Morris was drowned. The last seen of Rodgers he was floating down the river on a piece of driftwood.

Word comes from Gila Bend that a small cabin floated down the Gila River last night past that place. Lamps were lighted, and the cries of a woman and children were heard.

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Flooded Arizona: The Situation at Yuma –High Water in Many Places,
Los Angeles Times,
March 1, 1891

Item #28

29

FLOODS ARE RECEDING

Death List at Clifton, Arizoni, More than a Score.

POLICEMEN SHOOT LOOTERS

Only Two Bodies Recovered from the Wreckage—Copper Company's ReservoirGave Away—Only One Business House on Creek Escapes Injury—North Clifton Suffered Heavy Damage.

Clifton, Ariz., Dec. 5.—The floods that caused more than a score of deaths and much property damage, to-night are receding rapidly, and the thirty-hour rain has ceased. No further damage is apprehended.

Two bodies were recovered from the wreckage along Chase Creek, but the exact number of deaths cannot be told. Joe Throm, who was rescued from the flood and whose wife was lost, was taken to the hospital in a serious condition, but probably will recover.

Three men were caught looting and on refusal to surrender were shot and fatally wounded by the police.

Flood Swept Down Creek.

The flood in Chase Creek was caused by the breaking of the reservoir of the Detroit Copper Company and the flood came down the creek with a seven-foot breast.

Only one business house on Chase Creek escaped damage, and many were destroyed. North Clifton was partly wrecked, nearly all of the residences in that part of the town being destroyed or damaged. The Becker-Franz Mercantile Company was damaged $10,000. The Coronade Railroad suffered damage all the way from Clifton to Metcalf, and it will be several days before trains can pass over the line. The first train out of Clifton since the flood started to-day. It is doubtful whether it can get as far as Duncan, as the Gila River is high and is still rising.

No Shortage of Provisions.

So many restaurants and hotels have been destroyed that it is almost impossible to find a place in which to eat or to sleep in the town. But there will be no shortage of provisoins, as many stores escaped the floods.

All trains on the Arizona and New Mexico Railroad are held up. Railroad bridges are so severely damaged that it will be unsafe to use them for some time.

The Herald office and building was swept away, and the Era has been put out of business for a few days, its building being flooded to a depth of six feet and the plant greatly damaged.

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Floods are Receding, Death List at Clifton, Arizona: More than a Score, Washington Post, December 6, 1906

Item #29

30

FLOODS CAUSE MUCH DAMAGE IN ARIZONA.

MANY BRIDGES ON THE VERDE AND GILA RIVERS HAVE BEEN SWEPT AWAY.

[EXCLUSIVE DISPATCH]

PHOENIX, Nov. 29.—The floods have done serious damage to many bridges throughout Arizona. The new county bridge across the Verde, near Cottonwood, under construction by a Kansas City contractor is gone, as is the county bridge at Wickenburg. The State bridge over the Gila at Antelope, a link in the Phoenix-Yuma highway is also out. The peak flood of the Verde was fourteen feet making a stage of water in the Salt at Tempe exceeded, it is said, only by the great flood of 1891.

The Salt River furnished little water, its flood being retained by the Roosevelt reservoir, which has increased fifty thousand acre feet within two days.

All scaffolding and two pile drivers have gone down stream on the Gillispie Dam north of Gila Bend. The Tempe Canal head was washed around by surface water that caused abandonment of Lehi farms for a day and night. Riverside Park, south of Phoenix, was flooded deep and much of its equipment lost.

State Engineer Maddock has started investigation of the effects of the flood on the Yuma highway beyond Buckeye.

YUMA RESIDENTS FLEE.

[EXCLUSIVE DISPATCH]

EL CENTRO, Nov. 29.—Residents of Yuma are reported to be removing their household goods to the highlands back of the city as the result of sudden freshets of the Gila, Salt and Agua Prieta rivers. At Gila Bend the water is reported a foot higher than in 1916, when the crest of a sudden freshet swept over Yuma. The crest is expected to reach Yuma within twenty-four hours.

Supt. F. N. Cronholm of the river division of the Imperial Irrigation district reported this morning a rise of three and a half feet in the Colorado River and said that he expected a rise to five feet before tomorrow morning. A head of 150,000 second feet is feared.

Preparations are under way to destroy part of the weir across the Colorado in case the river rises to a height that menaces ranches on the Arizona side of Yuma Valley.

The high water is the result of the heavy storm which passed over Arizona two days ago.

Telegraphic advices today stated the crest in the Gila River had passed Phoenix.

Floods Cause Much Damage in Arizona: Many Bridges... have Been Swept Away, Los Angeles Times, November 30, 1919

Item #30

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31

Floods in Arizona: A General Storm in Territory Causes Heavy Damage, The Washington Post, February 24, 1891

Item #31

FLOODS IN ARIZONA.

A General Storm in the Territory Causes Heavy Damage.

TEMPLE, Ariz., Feb. 23.—Salt River Valley has just been visited by the greatest flood of record. The storm is general over the country. It swept over Arizona with a deluge of rain, raising mountain streams to torrents and the rivers far above flood levels. Last Thursday morning Salt River had risen seventeen feet above the ordinary level at a point twenty-eight miles above Phoenix. At Temple, on the south side of the river, a railroad bridge was swept entirely away, cutting off communication with Phœnix. A little south of Phœnix the river left the channel and overflowed a number of farms, cutting out the railroad track. Many farm buildings, built of adobe, crumbled away. Frame structures floated off. The northern edge of this flood, which is about a mile wide and three feet deep, entered the city of Phœnix, flooding out many poor families. The Territorial insane asylum had a narrow escape, the water being banked off. The electrical works were flooded and the town left in darkness. About 100 adobe houses fell in as soon as the water soaked through, and a large amount of personal property was thus lost. Measures for relief of the needy have been taken.

The river began to fall Friday afternoon, and has nearly reached the normal height. The loss is not less than $125,000, of which one-third falls to the railroad company. About five miles of track were washed out and a bridge destroyed.

Five Pimi Indians, living near Lehi, twenty miles east of Phœnix, are the only persons known to have been drowned, though it is believed a white man and family, living on an island north of Phœnix, also perished.

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Floods in Arizona: A General Storm in Territory Causes Heavy Damage, The Washington Post, February 24, 1891

Item #31

32

LOODS SWEEP ARIZONA.: Railroads Crippled, Bridges Washed Away, and Cattle Drowned
ew York Times (1857-1922); Dec 24, 1914;
oQuest Historical Newspapers: The New York Times (1851-2009)
. 10

Floods Sweep Arizona...
New York Times,
December 24, 1914
Item #32

FLOODS SWEEP ARIZONA.

Railroads Crippled, Bridges Washed Away, and Cattle Drowned.

PHOENIX, Ariz., Dec. 23.—Several hundred cattle were drowned last night in floods caused by the heaviest rains in the history of this part of Arizona.

Traffic between Phoenix and Florence was suspended today on account of washed-out roads and bridges. The canals of the Salt River Valley irrigation works have been seriously damaged. The Salt River, Gila, and Santa Cruz Rivers have reached the highest levels ever recorded. Nogales is isolated by the heavy rains.

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33

KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will extend the sphere to health of the pure liquid laxative principles embodied in the popular Syrup of Figs.

Its excellence is due to its preparation in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and gain with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.

Syrup of Figs is for sale by all druggists in 50c and $1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

The Arizona Sentinel

J. W. DOBBINS, Proprietor.

YUMA, - - ARIZONA.

SATURDAY, MAR. 9, 1895.

L. P. FISHER, NEWSPAPER Advertising Agent, 12 Merchants' Exchange, San Francisco, is our authorized agent. The paper is kept on file in this office.

WEEKLY WEATHER REPORT.

For the seven days Ending Friday February 8, 1895

Day.	Bar.	Thermometer		Rain	Wind
	8 a.m.	2 p.m.	Max.	Min.	Miles
Sunday	29	57	67	51	55
Monday	28	57	67	51	55
Tuesday	28	57	67	51	55
Wednesday	28	57	67	51	55
Thursday	28	57	67	51	55
Friday	28	57	67	51	55
Average	28	57	67	51	55

Total rainfall during week, 0.00.

A. ROTHSCHILD,
Observer, U. S. Weather Bureau.

SERVICES OF THE M. E. CHURCH.—Preaching at 11 a. m. and 7 p. m.; Sunday school at 10 a. m. Every Sunday prayer meeting on Wednesday at 7 p. m. A cordial invitation and welcome is given to all. REV. B. F. HEWETT, pastor.

LOCAL NOTES.

Dr. Price's Cream Baking Powder World's Fair Highest Award.

Judge Masterson made a flying trip to Pala on legal business, Sunday.

E. K. Brown of Omaha, Neb., is in Yuma for a much needed vacation. He is delighted with our climate and says California is not in it with this burg for climate.

At the residence of the bride's parents Monday evening, Mar. 4th 1895, John Ealer was joined in marriage to Miss Ida Wormenger by Rev. Father Gleddel.

Duncan Dewsnap is now filling the position of book-keeper for the firm of Gardelle & Sanguinetti made vacant by the resignation of S. F. Denison.

Moral Masterson has received the appointment of City Attorney. Mr. Masterson is an able Attorney and will fill the position and we have no doubt but that he will give general satisfaction to all who may have dealings with the city government.

Dr. Price's Cream Baking Powder
President and Jury Highest Award for Purity.

Attorney Elmer E. Rowell arrived here Sunday evening from San Bernardino. Elmer was raised here and his father was U. S. Attorney for the Territory and also for a number of years District Attorney for this county. He has succeeded to his father's law practice and it is now in partnership with Judge Anson Brunson, formerly of Los Angeles in the growing city.

Government on Earth.

James M. Banks, Washington Ave. St. Louis, Mo., makes affidavit that he suffered from Rheumatism for years, until persuaded to try Bennett's Lightning Remedy, and that by its use he has been fully restored. He says the remedy is the greatest on earth. This is high praise, but fully warranted by other miraculous cures. If you want to be cured, send 25 to the Dermatical Medicine Co., 36 Maiden Lane, New York, and they will send a year express address two large bottles of their remedy. This treatment lasts one month, and will cure any ordinary case. Agents Wanted.

FOUR HUNDRED MILES

Down the Gila River—Incidents of the Trip.

EDITOR ARIZONA SENTINEL:

It had long been my desire to make an extended boating trip down the Gila rivers its junction with the Colorado and to see the towns and points of interest along the route. Having been at outdoor work for the past four years, I obtained 30 days vacation from the General Manager, Mr. Louis L. Sweeny, of the Detroit Copper Co. of Morenci, Arizona. I built a boat 20x10 feet of the flat bottomed type, thinking it more suitable for the trip than a skiff, which would hardly undergo such a prolonged journey through the over 25 miles of dangerous low canyons.

For material worthy of note, Grassland until the Graham valley was reached, 25 miles from our starting point. Here we reached the poetry and picturesque town of Solomonville, the county seat of Graham county which has the distinction of being the lowest Democratic county of the Territory.

Here we became starved over the fact that our butter milk jug was first being its supply and limited by Mr. L. E. Solomon, a dealer in this variety of refreshment and secured a guaranteed supply, together with his cheerful wishes for its long continuance, and also for the success of our journey.

The next 40 miles was made through that beautiful valley which will easily vie with the Salt River valley. It is dotted so far as the eye can reach with beautiful farms and finely built houses, showing the thrift of its people and enjoys an unlimited supply of water for irrigating purposes. It is rarely destined to become one of the greatest agricultural valleys of our future state.

Leaving the old abandoned military Post of Fort Thomas on January 23rd our next 40 miles of journey was made through the San Carlos Apache Indian reservation, reaching the Post at this place on January 27th. Here we were warned not to attempt the difficult and dangerous passage of Bill's Canyon, below San Carlos, as no one had ever succeeded in passing through before, and upon our determination to at least make the effort, this chief of scouts predicted we would never be heard of again. So with good byes said we left down January 28th to take our preparatory view of what they termed the "Dragdon Canyon." We camped that night without resting it, at the mouth of the canyon and had above the first heavy rapids, where fall reaches 10 feet to the hundred.

We had aid to a supply of 200 feet of half and rope, and thus adding all of our camp equipage, we safely ran our sturdy little boat through the rapids. The next fifteen miles were but a repetition of this, alternating last unnecessary dangerous boat, which occupied every nerve and muscle for the next two days, and what exertion were we when the morning of the 31st, we to safely through this portion of the journey.

After a night's rest we started out again, congratulating ourselves that the most dangerous part of the trip was successfully be over.

As we passed through sounds water for fifteen miles we felt this belief confirmed, when suddenly that afternoon, the canyon again began to low in upon us, and an either side the walls rose some three to three hundred feet abruptly above us and a ray of sunlight pierced the gloom which away below to conceal the deafening roar of falls and waters which we had yet to run, making us for the first time really doubtful with apprehension of what need be the impending disaster predicted by our friend, the chief of scouts at the Fort. Even the very walls of the canyon seemed to remonstrate with the foolhardy proceedings.

Within our above and outlined sharply by the clear sky, great masses of quartzite, seemed balanced and ready to fall down upon us. Never did distance to the light more so for water we threw, but to fully realize this sensation our sense experience it himself, you can not portray it nor picture the untold sublimity of this grand and picturesque canyon.

Every foot of distance from now on, our little home boat was lowered through the rapids and between boulders in a torrential state, by means of our long rope. My companion of the trip, W. A. Adams, remaining in the boat and shoving it off from rock and boulder, while I from my vantage point upon some projection or other held out the rope line by foot through the adventurous route. The boat often times being out of our sight after proceeding some distance in advance. Even a sharp failed upon the rope from my companion, announcing the fact that I would have to take up my perch once again to assist poor rock and proceed as before. This laborious work continued for some length of time, and we had become very proficient in our evolutions of the rope and manipulation of our system of telegraphy upon the rope. In the rear of the water and constant falls provided any possibility of conversation, even fifteen or twenty feet away. And now to my intense delight the canyon began to widen, and our hopes of getting safely through enlarged as the canyon opened gradually, before us. But as the old saying goes, "it is often the darkest before the dawn," we were destined to prove the truth of the adage. Let me I was slowly paying out the rope under tremendous strain it suddenly slackened and I imagined my partner had secured himself in some boulder down stream, and was waiting for me to proceed down to him as before. However, as no pronounced signal answered my pull I pulled again, but nothing answered it. With foreboding of disaster I began to pull in the line hand over hand. Imaginary surprise and horror upon pulling in about 40 feet to some suddenly upon the shredded ends of the broken rope—to say that I was dazed-stunded would hardly express my feelings. There I was perched upon that leaden closely secured in by the canyon and as I supposed at the time with every vestige of escape apparently cut off from me and my companion drifting away from me, no telling where, with also as little chance of escape as myself. I with no possibility of retreat, and only with the chance of prospecting in the heat alone, he was little better off than I.

My only hope was in joining him down stream. I tore the rope between my teeth and plunged into the icy water and partly swam and was partly carried by the strong current down stream. Down I went some 10 feet or more violently to find myself dashed against the rocky side of the cliff. After many desperate efforts I finally caught on to a friendly point of overhanging rock and held on with all the grim determination possible, as beyond the seething waters washed against sharp and jagged boulders, and this would certainly have been struggling against the very jaws of death. After recovering somewhat, I cast my eyes upward and discovered it friendly shelf of rock, about great 4 inch it toward to me in its position. Drawing myself laboriously upward upon this I looked immediately down stream and behold a quarter of a long shade of water descending at an angle of 45 degrees for a distance of 50 feet and just fifteen it terminated in a wide placid pool, with my companion and the boat therein, the boat upsetting upon the pool for over after its plunge down the rapids, our and being entirely relinquished the waterlight compartments in the center thing all the provided for this thing. However it was there and safely held by my companion, who was bailing out the water from the stern. Never before did I feel happier to rejoining a boat than did I at this time. My only salvation being to reach the boat I cast my eyes around for means to that end, and found just the shelf of rock upon which I was perched sound angles the cliff down stream, but such an upward ascent of some 40 degrees following this cliff but, I found myself beyond this morning effects of water, but some 50 feet above the point at which the boat was held. With the rope of 40 feet still in my possession I tied a knot in its end, and finding a friendly crevice I wedged it in position to sustain my weight and lowered until over the edge but on the boat and I was still 10 feet above water, so with "Ahoy, cast where the hand drives," I cleared myself clear from the ledge with my feet and made a leap to the pool. Coming to the surface I swam to the boat and soon I could see my companion in amusement another fathom by the above. We repaired the boat to a sandbed beach and studied our course thankful for our escape.

There was nothing earthly of moment happened during the remainder of our trip. We found Florence, the county seat of Pinal county a pretty place, with a fine agricultural country surrounding it.

Through the courtesy of J. Boyd Vincent our boat was hauled on a train from Sacaton to Tempe.

We spent two days visiting Phoenix and Salt, the gem of the Southwest we had yet visited. After admiring its many points of interest and the beautiful Salt River valley a start was made for Yuma.

Since settling here I have visited the greater part of the large body of land bordering on it and it is without question the finest I have ever before gazed out. With the Colorado and Gila rivers flowing past your door you have one of the grandest as well as the greatest bodies of water for irrigation purposes in the territory.

There has ended in the most pleasant of tours any two months trip down the Gila river, yet for wealth untold I would not engage to make the trip down its hazardous waters again. J. W. EVANS.

An Engine and a Sipping Wind.

A continuous down pour of Rain, inclement weather, generally in winter and spring, are unfavorable to all classes of invalids. But warmth and actively infused into the circulation counteracts these influences and imposes a delicious opposite thus. Hostetter's Stomach Bitters, most thorough and effective of stomachics and tonics, not only invigorates the blood, but accelerates its circulation. For a chill, or prevailing symptoms of rheumatism and kidney complaint, particularly prevalent at these seasons, it is the best possible remedy. It is also invaluable for dyspepsia, liver complaint, constipation and nervousness. Never let out on a winter or spring journey without it. Elderly persons and the delicate and convalescent are greatly aided by it.

Going Around the World.

A. B. Barnes, a cyclist of Toledo, O., arrived here Wednesday. He left Toledo on Oct. 27th, 1894, on a trip around the world. On reaching San Francisco he will sail for Australia and on his arrival there he will make a tour of the Indian and Asiatic countries. He will sail from Liverpool to New York on his return to this country. Mr. Barnes will on his return home write a book detailing the incidents and adventures attending the journey of the past Toledo police.

Don't Put It Off.

The necessity of a spring medicine is universally admitted. This is the best time of year to relish, to purify the blood, to restore the lost appetite, and to build up the entire system, so that only be now positively remarkable to benefit from medicine. The great popularity attained by Hood's Sarsaparilla, owing to its real merit and its remarkable success, has established it as the very best medicine to take in the spring. It cures scrofula, salt rheum, and all humors, biliousness, dyspepsia, sick headache and liver complaints, catarrh and all affections caused or promoted by low state of the system or impure blood. Don't put it off, but take Hood's Sarsaparilla now. It will do you good.

That "Cowell" Story related by E. P. Campbell to a reporter of the Examiner and printed in the issue of this paper is enough to give us the "Blue-jaws" who is not satisfied with that section of country. The whole same and substance of the story is a fake from beginning to end and the party who made it up, he proved to be Noel of the class of professional liars on Arizona, and the man who spins the "rattler and blanket" story is not accepted.

For Over Fifty Years

Mrs. Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhoea. It will relieve the poor little sufferer immediately. Sold by Druggists in every part of the World. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind.

J. L. Rodriguez's Sunday resting for the flourishing mining camp of Mina Prieta, Mex., to look over the field with the intention of starting a meat market there. Should he consider the opening of a meat shop in that place feasible the probabilities are that he and his brother Frank will remove there on his return home. The couple reported to be among the Broncos in the territory. He is expected back the 1st of 20 days.

Delays are dangerous. A dollar spent for Hood's Sarsaparilla may save present illness which will be expensive and hard to bear. Now is the time to take Hood's Sarsaparilla.

Hood Pills cure all liver ills, jaundice, sick headache, and nausea, dispepsia, 25c.

Awarded
Highest Honors—World's Fair.
DR.
PRICE'S
CREAM
BAKING
POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

AN ACT

To Provide Temporarily, Pending the Territorial Prison of the Territory of Arizona, and to Make the City of Prescott, in the County of Yavapai, in the Territory of Arizona, the Capital Thereof. Approved March 14, 1887. Revised Statutes of Arizona.

March 4, 1895—Introduced by Mr. Adams. Read once thus: Referred to Penitentiary Committee and 100 copies ordered printed.

Be it enacted by the Legislative Assembly of the Territory of Arizona:

Section 1. That Title LI, Paragraph 2187, of Revised Statutes of Arizona, approved March 14, 1887, Revised Statutes of Arizona, be amended to read as follows, Section 1. That the Territorial prison and the cause to be forthwith located at or near the city of Prescott, in the county of Yavapai, in the Territory of Arizona.

Sec. 2. The Board of Prison Commissioners shall have charge of the Territorial prison, and shall, within thirty days after the date of this act, hereof, select and select suitable grounds upon which to locate the Territorial prison, as hereinafter provided, and shall make all the necessary preparations and direction of said Board of Prison Commissioners, shall have the power to call and employ for the work, at the prison, such prisoners, including said buildings are to be constructed and set up on the suitable location, comprising not less than thirty acres, in compact form, to adjacent to the city of Prescott, in the county of Yavapai, in the Territory of Arizona, which site shall be conveyed into the Territory of Arizona for ever, free of expense and for all contemporary, to be used for the Territorial prison site.

Sec. 3. That as soon as the work of construction shall be in such that the prisoners shall be transferred to the Territorial prison at Prescott, all prisoners confined in the Yuma Territorial and other jails, shall be removed to the Territorial prison at Prescott, and the sheriffs from whom, or from the public personal property belonging and appertaining to the Territorial prison at Yuma, in the Territorial prison at Prescott, and here apply and employ the same in the construction and equipment of the said prison in Prescott, and shall make such disposition, claim to be removed from said yard on, in the city of Yuma, to the said Territorial prison at such city, if thought, at present, to be, in their opinion, are said duty to do, and the said prisoners shall be placed at work upon the construction and equipment of the said Territorial prison.

Sec. 4. There shall be, and there is hereby established a fund to be known as the Territorial Prison Building Fund, and there is set aside and set apart each year the amount of the annual valuation of all the real and personal property of the Territory of Arizona shall be levied and collected each year for taxes, little time and in the manner the county and territorial taxes are levied and collected, and when such, and when collected, shall be paid by the Territorial Treasurer, place in the Territorial Prison Building Fund. The net levies under the provisions of authority of the Act a hereby made a lien against the property assessed, which lien shall attach upon the first Monday in March, in each year, and shall not be satisfied except by and and money levies provided for and by payment shall be used and expended for the purpose of the erection, construction, repairs, enlargement, repairs, alterations and maintaining the buildings, cells, walls and purchasing necessary machinery, and improving the grounds pertaining to the Territorial prison.

Sec. 5. The board of Prison Commissioners, or the other board, as aforesaid, at their regular meeting thereof, for thirty consecutive days, with and before, as is hereinabove provided for, all such duties herein, and the same shall be paid in the same manner, except that all warrants for the payment of claims, orders, order and by vouchers of the Act shall be drawn upon the Territorial Prison Building Fund, and the Territorial Treasurer shall pay and warrants out of said money in said fund.

Sec. 6. All laws and parts of laws in conflict with the provisions of this Act are hereby repealed.

Sec. 7. This Act shall be in force from and after its passage.

MOTHERS

and those about to become mothers should consult their physician, Dr. Harvey's Female Regulator, relieve child-birth of its terrors, horrors and dangers to mother and child, by aiding Nature in supplying the system for parturition. This wonderful remedy has stood the test of manufacturers are greatly shortened. It also prevents an abundant secretion of nourishment for the child During pregnancy, it prevents "morning sickness" and distressing nervous symptoms from which so many suffer.

Sold by Druggists, Price $1.
Dr. R. V. Pierce, Buffalo, N. Y.

Dear Sir—I took your "Favorite Prescription" according to directions and found it all well in my life. It is only two weeks where we could succeed and I am now in the 9th week. I feel stronger than I ever did in my whole life.

Yours truly,
Estella Cooley Hopkins

A MOTHER'S EXPERIENCE.

South Bend, Pacific Co., Wash.

Dr. R. V. Pierce, Buffalo, N. Y.

Dear Sir—I began using your "Favorite Prescription" the first month of pregnancy, and have continued taking it ever since, and I believe it has prevented any of the ailments that so generally attend pregnancy. I never had any sickness during my confinement. I was able to attend to my duties the morning after my baby was born, and have gained in health and strength ever since. I have taken your "Favorite Prescription" and your "Golden Medical Discovery" and I can truthfully say that I owe my present good health to the use of your medicines.

Mrs. Emma
Mrs. E. C. BAKER

Truly Marvellous

A Cure Seldom Equalled in Medical History

All Sorts of Treatment Failed—Hood's Sarsaparilla Cured.

MRS. MARY E. FREEDOF.
Long Beach, Cal.

Over 41 diseases cured by or arising from impure blood, Hood's Sarsaparilla has caused a marvelous amount of testimony. Please read the following from home of Mr. Freedof, voluntarily endorsed by the Postmaster and Druggist of the town: "C. I. Hood & Co., Lowell, Mass.: "My wife suffered her entire life with a sore eye. It measurably got well, being a little weak from the effect of her sickle. Three years ago that spring a sore broke out on her face, which grew for years, and at times was on her feet, which became

Large Running Ulcers

and the doctor of the place said she was incurable to health my wife's case. We decided to try Hood's Sarsaparilla, and after two months she was better, and in about two months she was well. The doctors said they would not connect to anything, but in a few days they turned and to be more chosen, and in a short time they had eaten into the original sore and made a big wound. The surgeon decided an

Operation Must Be Performed.

My wife would not consent to this as we rented another for a few days. Happening to meet another physician who said he would cure her free in four weeks or more, so tried to have him treat the case. After he had dressed five months there were some stumps in place of one when he commenced. He finally said my wife would never get well. I was about discouraged, and I went home and there wrote to Hood's Sarsaparilla. I gave my wife a bottle of Hood's Sarsaparilla. She continued to take it with confidence in it and

She is Perfectly Well.

I tell everyone what Hood's Sarsaparilla has done for my wife and advise all affected to try it. My wife is 32 years old and is in the best of health." Mrs. Mary E. Freedof, Long Beach, California.

Hood's Pills are the best after dinner pills, assist digestion, cure headache. 25c.

LOCAL ITEMS.

Dr. Price's Cream Baking Powder Wonn's Fair Highest Medal and Diploma.

Superintendent Thos. Gates is visiting Phoenix.

Tom Walters, and all from valley arrived from the Needles, Tuesday by rail.

Ed Campbell, a mining man of Hedges, has been spending the week in town.

L. E. Clark, a rancher of the Mohawk valley, was in town this week for a day.

Chas. Edwards arrived here last Saturday from Phoenix and took a position as guard at the prison.

Judge H. C. Davis made a professional visit to San Diego the week and returned home Thursday evening.

Genial and ever smiling Billy Mimmack is now dispensing liquid refreshments at Kimmey's Crystal Palace saloon.

The S. P. Co.'s pay car made its usual monthly call here Monday and made the hearts of the bridge men and other railroad employees glad again with joy and our merchants to swing their hands with glee and wish every day was pay day.

The Modern Way

Consumptive will to use it—Information to positively and effectually what is known formerly Dr. King's New Life Pills, the discovery of medical science, and the delightful liquid laxative remedy Syrup of Figs.

Bills have been introduced in the legislature for the removal of the capital and National school from Prescott to Tucson and the Territorial prison from this city to Prescott. It is too bad that most of our legislators are unable to remove the Colorado and Gila rivers and the Southern Pacific Company's interests and our military and health to the above cities. If they could we are of the opinion they would be satisfied including it.

When the Heart—Affected

By Rheumatism or any of the maladies to that organ, it is the duty of every man to know the warning signs. If this is well it, the man hesitate, but get Dr. Brown's Lightning Remedy. Sent free to the Dermatical Medicine Co., 36 Maiden Lane, New York, and they will send you two large bottles of their remedy for one month treatment free expense. It is not an opinion or theory, but it will cure your ills if you take it in time. Agents Wanted.

GANDOLFO
and
SANGUINETTI,
DEALERS IN
GENERAL
MERCHANDISE

We wish to respectfully inform the public that we are daily receiving

NEW SUPPLIES

FRESH GROCERIES

PROVISIONS

Our stock is fully assorted and will consist of

DRY GOODS,

FANCY GOODS,

Clothing

LADIES and GENTS

FURNISHING GOODS

GENTS AND BOYS

HATS,
BOOTS
& SHOES,

Hardware,

QUEENSWARE,

WOODENWARE

and WILLOW-WARE.

PISTOLS AND CARTRIDGES.

Tobacco, Cigars, Foreign and Domestic

Ale Wines and Liquors, Milwaukee and St. Louis Beer

The conscientious increase of our trade is sufficient guarantee that the public is fully convinced of our fair and honest dealings.

GOODS ARE DELIVERED AT DEPOT AND ALL PARTS OF THE TOWN FREE OF CHARGE.

CANNED GOODS
OF ALL KINDS;
DRIED
AND FRESH
VEGETABLES
FRUITS and
JELLIES, SOAPS, and
CONFECTIONERY,

Attached to our store we have a first-class

Bakery

Conducted by a Sic. Baker. Orders promptly filled.

MEDICINES.

Cor. Main and Second Streets
Yuma, Arizona

Four Hundred Miles Down the Gila River: Incidents of the Trip,
The Arizona Sentinel (Yuma, Arizona), March 9, 1895

Item #33

MARCH 9. 1895

FOUR HUNDRED MILES

Down the Gila River--Incidents of the Trip.

EDITOR ARIZONA SENTINEL:

It had long been my desire to make an extended boating trip down the Gila river to its junction with the Colorado and to see the towns and points of interest along the route. Having been at arduous work for the past four years, I obtained 90 days vacation from the General Manager, Mr. Louis L. Sweeny, of the Detroit Copper Co. of Morenci, Arizona. I built a boat 3½x18 feet of the flat bottomed type, thinking it more suitable for the trip than a skiff, which would hardly undergo such a perlious journey through the two 35 mile of dangerous box canyons.

No incident worthy of note transpired until the Graham valley was reached, 35 miles from our starting point. Here we reached the pretty and progressive town of Solomonville, the county seat of Graham county which has the distinction of being the banner Democratic county of the Territory.

the fact that I would have to take up my perch once again on some nearer rock and proceed as before. This laborious work continued for some length of time, and we had become very proficient in our guidance of the boat and manipulation of our system of telegraphy upon the rope, for the roar of the water and constant falls precluded any possibility of conversation, even fifteen or twenty feet away. And now to our intense delight the canyon began to widen, and our hopes of getting safely through enlarged as the canyon opened gradually, before us. But as the old saying goes, "it is often the darkest before the dawn," we were destined to prove the truth of the adage, for as I was slowly paying out the rope under tremendous strain it suddenly slackened and I imagined my partner had secured himself on some boulder down stream, and was waiting for me to proceed down to him as before. However, as no preconcerted signal answered my pull I pulled again, but nothing answered it. With forebodings of disaster I began to pull in the slackened rope. Imagine my surprise and

mention happened during the remainder of our trip. We found Florence, the county seat of Pinal county a pretty place with a fine agricultural country surrounding it.

Through the courtesy of J. Roe Young our boat was hauled on a train from Sacation to Tempe.

We spent two days visiting Phoenix and found it one of the liveliest we had yet visited. After admiring its many points of interest and the beautiful Salt river valley a start was made for Yuma.

Since arriving here I have visited the greater part of the large body of land hereabouts and it is without question the finest I have ever before gazed on. With the Colorado and Gila rivers flowing past your door you have one of the grandest as well as the greatest bodies of water for irrigation purposes in the territory.

Thus has ended in the most pleasant of town my two months trip down the Gila river, yet for wealth untold I would not engage to make the trip down its hazardous waters again. J. W. EVANS.

An Eager and a Nipping Wind,

A continuous down pour of Rain.

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Territory.

Here we became alarmed over the fact that our butter milk jug was fast losing its supply and hunted up Mr. I. E. Solomon, a dealer in this variety of refreshment and secured a guaranteed supply, together with his cheerful wishes for its long continuance, and also for the success of our journey.

The next 40 miles was made through this beautiful valley which will easily vie with the Salt river valley. It is dotted as far as the eye can reach with beautiful farms and finely built houses, showing the thrift of its people and enjoys an unlimited supply of water for irrigating purposes. It is surely destined to become one of the greatest agricultural valleys of our future state.

ened rope. Imagine my surprise and horror upon pulling in about 40 feet to come suddenly upon the shredded ends of the broken rope—to say that I was dumb-founded would hardly express my feelings. There I was perched upon that boulder closely hemmed in by the canyon and as I supposed at the time with every vestige of escape apparently cut off from me and my companion drifting away from me, no telling where with also as little chance of escape as myself. I with no possibility of retreat, and only with the chance of progressing in the boat above, he was little better off than I.

My only hope was in joining him down stream. I took the rope between my teeth and plunged into the icy water and partly swam and was

A continuous down pour of Rain, inclement weather, generally in winter and spring, are unfavorable to all classes of invalids. But warmth and activity infused into the circulation counteracts these influences and interpose a defense against them. Hostetter's Stomach Bitters, most thorough and effective of stomachics and tonics, not only enriches the blood, but accelerates its circulation. For a chill, or premonitory symptoms of rheumatism and kidney complaint, particularly prevalent at these seasons, it is the best possible remedy. It is also invaluable for dyspepsia, liver complaint, constipation and nervousness. Never set out on a winter or spring journey without it. Elderly persons and the delicate and convalescent are greatly aided by it.

Going Around the World.

A. B Barnes, a bicyclist of To-

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thrift of its people and enjoys an unlimited supply of water for irrigating purposes. It is surely destined to become one of the greatest agricultural valleys of our future state.

Leaving the old abandoned military Post of Fort Thomas on January 23rd our next 60 miles of journey was made through the San Carlos Apache Indian reservation, reaching the Post at this place on January 27th. Here we were advised not to attempt the difficult and dangerous passage of Hila Canyon, below San Carlos, as no one had ever succeeded in passing through before, and upon our determination to at least make the effort, the chief of scouts predicted we would never be heard of again. So with good byes said we left them January 28th to take our preparatory view of what they termed the "Bugaboo Canyon." We camped that night without entering it, at the mouth of the canyon and just above the first heavy rapids, whose fall reached 10 feet to the hundred.

better off than I.

My only hope was in joining him down stream. I took the rope between my teeth and plunged into the icy water and partly swam and was partly carried by the strong current down stream. Down I went some 70 feet or more suddenly to find myself dashed against the rocky side of the cliff. After many desperate efforts I finally caught on to a friendly point of overhanging rock and held on with all the grim determination possible, as beyond the seething waters washed against sharp and jagged boulders, and this would certainly have been struggling against the very jaws of death. After recovering somewhat, I cast my eyes upward and discovered a friendly shelf of rock, almost providential it seemed to me in its position. Drawing myself laboriously upward upon this I looked immediately down stream and beheld a roaring seething chute of water descending at an angle of 45 degrees for a distance of 50 feet and just below it terminated

delicate and convalescent are greatly aided by it.

Going Around the World.

A. B Barnes, a bicyclist of Toledo, O., arrived here Wednesday He left Toledo on Oct. 27th, 1894 on a trip around the world. On reaching San Francisco he will sail for Australia and on his arrival there he will make a tour of the Indias and Asiatic countries He will sail from Liverpool to New York on his return to this country Mr. Barnes will on his return home write a book detailing the incidents and adventures attending the journey. He continued his journey coastward Thursday.

Don't Put it Off.

The necessity of a spring medicine is universally admitted. This is the best time of year in which to purify the blood, to restore the lost appetite, and to build up the entire system, as the body is now peculiarly susceptible to benefit from medi-

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feet to the hundred.

We had laid in a supply of 200 feet of half inch rope, and disembarking all of our camp equipage, we safely ran our sturdy little house boat through the rapids. The next fifteen miles were but a repetition of this exhilirating but somewhat dangerous feat, which occupied every nerve and care for the next two days, and glad enough were we when the evening of the 31st, saw us safely through this portion of the journey.

After a night's rest we started out again, congratulating ourselves that the most dangerous part of the trip must assuredly be over.

As we passed through smooth water for fifteen miles we felt this belief confirmed, when suddenly that afternoon, the canyon again began to box in upon us, and on either side the walls rose some three to nine hundred feet abruptly above us not a ray of sunlight pierced the gloom whilst away below us sounded the deafening roar of falls and waters which we had yet to pass, making us for the first time really shuddered

50 feet and just below it terminated in a calm placid pool, with my companion and the boat therein; the boat appearing much the worse for wear after its plunge down the rapids, one end being entirely submerged, the watertight compartments in the center being all that prevented its sinking. However it was there and securely held by my companion, who was bailing out the water from the stern. Never before did I feel happier in viewing a boat than did I at this time. My only salvation being in reaching the boat I cast my eyes around for means to that end, and found that the shelf of rock upon which I was perched wound around the cliff down stream, but with an upward trend of some 10 degrees. Following this 200 feet, I found myself beyond this roaring chute of water, but some 60 feet above the pool in which the boat was held. With the rope of 40 feet still in my possession I tied a knot in its end, and finding a friendly crevice I wedged it in position to sustain my weight and lowered myself over the edge but on

ly susceptible to benefit from medicine. The great popularity attained by Hood's Sarsaparilla, owing to its real merit and its remarkable success, has established it as the very best medicine to take in the spring. It cures scrofula, salt rheum, and all humors, billiousness, dyspepsia, kidney and liver complaints, catarrh and all affections, caused or promoted by low state of the system or impure blood. Don't put it off, but take Hood's Sarsaparilla now. It will do you good.

That "Camel" story related by M. F. Campbell to a reporter of the Examiner and printed in the Times of this week is enough to give one the "jim-jams" who is acquainted with that section of country. The whole sum and substance of the story is a fake from beginning to end and the party who told it, has passed to the head of the class of professional liars on Arizona, and the man who sprung the "soldier and blanket" story is not excepted.

For Over Fifty Years

Four Hundred Miles Down the Gila River: Incidents of the Trip.
The Arizona Sentinel (Yuma, Arizona), March 9, 1895

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for the first time really shuddered with apprehension of what must be the impending disaster predicted by our friend, the chief of scouts at the Post. Even the very walls of the canyon seemed to reverberate with the foreboding prediction.

Whilst way above and outlined sharply by the clear sky, great masses of quartzite, seemed balanced and ready to fall down upon us. Never did distance to the light seem so far from us as them, but to fully realize this situation one must experience it himself, pen can not portray it nor picture the untold sublimity of this grand and picturesque canyon.

Every foot of distance from now on, our little house boat was lowered through the rapids and between boulders in a torturous route, by means of our long rope. My companion of the trip, W. A. Adams, remaining in the boat and shoving it off from rock and boulder, whilst I from my vantage point upon some projection or other paid out the rope foot by foot through its circuitous route. The boat often times being out of my sight after proceeding some 50 feet or less. Soon a sharp blow upon the rope from my companion, announced

lowered myself over the edge but on reaching the end I was still 20 feet above water, so with: "Needs must when the Devil drives," I shoved myself clear from the ledge with my feet and made a drop to the pool. Coming to the surface I swam to the boat and pulled it with my companion to a convenient sandbar formed by the above. We repaired the boat in a couple of hours and continued our voyage thankful for our escape.

There was nothing worthy of

Awarded
Highest Honors—World's Fair,
DR.
PRICE'S
CREAM
BAKING
POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

For Over Fifty Years

Mrs. Winslow's Soothing Syrup has been uset for over fifty yeary by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhaea. It will relieve the poor little sufferer immediately. Sold by Druggists in every part of the World. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind.

J. L. Redondo left Sunday evening for the flourishing mining camp of Minas Prietas, Mex., to look over the field with the intention of starting a meat market there. Should he consider the opening of a butcher shop in that place feasible the probabilities are that he and his brother Frank will remove there on his return home. The camp is reported to be among the liveliest in the territory. He is expected back in 15 or 20 days.

Delays are dangerous. A dollar spent for Hood's Sarsaparilla now may prevent illness which will be expensive and hard to bear. Now is the time to take Hood's Sarsaparilla.

Hood Pills cure all liver ills, relieve constipation and assist digestion. 25c.

34

GILA RIVER NAVIGATION

Official Log of Capt. Jacob Shively's Recent Expedition.

A short time ago there was given in these columns the story of the launching of a mysterious craft from the Phoenix shipyards. It sailed west from this harbor under command of Captain Jacob Shively, admiral of the Gila river fleet. Later it was announced that the vessel had safely run the blockade of the Buskeye dam and was continuing on its course regardless. T. W. Chamberlain who holds a proprietary interest in the ship yard (but not in the ship) has received the following letter from Admiral Shively, it being virtually a log of the voyage. It is reproduced verbatim for it tells actually and by inference, more things than could be related in the same space by the best newspaper man in the world. The letter follows:

Yuma fri March the 29 1905; Well Mr Chamberlain, Sir; i would rather report to you if it was to the river but it is bad. One day very well 2 day all rite til time to go to shore and we soposed to be good place to go out and the firs thing we new we was going around like a top. we maid the third effert before we got out and we stoped and unloded for the night and had rest ill 3 oclock in the morn pard got up and Said the boat was about to get away. So i got up fixed the boat and laid down agane and heard the dirt fawling in to the water. So i got up. put mi shoos on and we took our bed and all the rest of the things we moved them back farther from the water. In one hour our bed place was gone out of site. We got a good earley start and at about 7 oclock we was capsized without any time to think til after we was under the bouling waves. I tride to get a hold of the boat but the waves put me under and i came up again and i held mi breath ti i made a nother rize and i came up and got a breath and swam out. it was the hardest swim

Gila River Navigation: Official Log of Capt. Jacob Shively's Recent Expedition, Arizona Republican (Phoenix, Arizona), April 3, 1905

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i have ever exspearenced in all mi lifetime. mi close was so heavy that i could hardly walk. we saved the boat but we lost a most all so we was done up for the balance of the trip but we got to gether all we could find and got in the boat and went on down stream. We found our wagon sheat with mi bed close so we got them so it came time to go out for night. The morning of the 26 we found some indions and got them to help us out. We was about 8 miles of Heley bend station so we got there. When i got here i got a letter from mi boy saying i should go to Santiago so i will leave here just as soon as i can. this is no place for me. i got nuff of river to drink in the hieley. i don't want so much mixture of water as the Colorado and hieley and the water is not fit for dog. i am not very well but i feel better today than i have bin. i will not make any comments. one thing i will say no one has any business on that river with a boat les than 6 feet wide 14 feet long 3 feet hie an 2 good men. that is all. Jacob Shively."

Just received by Mrs. Aylwin new line of switches, pompadours, etc. Hair dressing parlors, No. 11 S. Center, room 15.

Conservative House Cleaning Co. Taking up, cleaning and relaying of

Gila River Navigation: Official Log of Capt. Jacob Shively's Recent Expedition, Arizona Republican (Phoenix, Arizona), April 3, 1905

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GOVERNOR KIBBEY WILL NOT RESIGN

This Is the Report Brought from Territorial Capital by Chas. Bowman

(Special to Review.)

Tombstone, Feb. 15.—Chas. Bowman, member of the Territorial Board of Equalization of this district, returned last evening from a trip to Phoenix, where he was called on business. Mr. Bowman states that there is nothing in the report that Governor Kibbey intended to resign. He also stated that there was no truth in the report that two members of the Board of Equalization had resigned. Mr. Woods, of Navajo county, has handed in his resignation, but as yet the governor has not decided on who will be appointed as his successor. Gen. Wilson, of Pima county, has not resigned, and does not intend to do so.

Mr. Bowman says the general feeling in Phoenix over the statehood bill is that the Foraker amendment will carry, or that Arizona and New Mexico will be eliminated from the bill entirely. A number of letters have been received in Phoenix from Senators stating that they would fight the bill and use every endeavor to see that the Foraker amendment was adopted.

Mr. Bowman states that the Salt River Valley has been visited by some heavy rains during the past week, and in many places the country is flooded. The Gila River is rising rapidly and fears are entertained that the railroad bridge will again go out.

Governor Kibbey Will Not Resign…,
Bisbee Daily Review (Bisbee, Arizona),
February 16, 1906

Item #35

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ARIZONA SENTINEL.

SATURDAY, : : : : : MARCH 23.

Improving the Colorado River.

Receiving information from Washington that any efforts, on our part, would be ably seconded in securing necessary legislation for improving the navigation of the Colorado River, we prepared petitions for circulation through the Territory. An expenditure of Federal money will accomplish the result sought and be of immense benefit to Arizona. It is to be hoped that the petitions will be signed promptly and generally. They read as follows:

TO THE CONGRESS OF THE UNITED STATES:

The undersigned, your petitioners, would most respectfully represent that we are citizens, in Arizona, residing in the great basin drained by the Colorado River; that said basin is rich in mines and susceptible of great agricultural development; that a moderate expenditure in the removal of existing obstacles, would make said Colorado River navigable at all seasons of the year, for a distance of over six hundred miles, and thus open up this grand highway to commerce and to population, and to the speedy development of our immense natural resources; that convincing proof has already been given of the capacity of our Territory to add to the wealth of the nation and to attract population by the recent great increase in our shipments of bullion and agricultural products; that the opportunity of giving this proof has been afforded by the mere dandling at one edge of Arizona of a railroad; and that this enables us to predict grand results from the opening to steam navigation of the Colorado River, which washes our western border for four hundred miles, and which also drains the States of California and Nevada and the Territory of Utah.

A Thrifty District.

From Col. J. M. Barney, principal owner of the Silver King mine, who returned from there on Thursday, we gather the following facts. Another battery of five stamps, with all shafting etc., and two more Frue concentrators, have been shipped from San Francisco; they are due here Monday or Tuesday and will be at once hauled out to Picket Post by Barnett, who will be here for that purpose with Lord & Williams' train. All the necessary lumber has been bought and was shipped from Prescott on the 20. If no accident occurs, the new machinery will be connected with the present mill and be at work crushing ore about May 1. As the Silver King company has paid five consecutive monthly dividends of $60,000 each, since its incorporation, with only five stamps, the supposition is that ten stamps will increase the dividends to $100,000 per month. This supposition is strengthened by the fact that Col. Barney reports ore enough on the dumps to employ ten stamps for eight or ten months, without hoisting a pound of ore. Only five men are employed at the mine, on surface work. No work is to be done below, nor is more ore to be extracted until next Autumn, a few months before the dumps are cleared off. During last Fall and Winter, the mill was crushing rock yielding from $175 to $300 per ton; as they get further into the old dumps, and into the chloride and blue ores that were taken from nearer the surface, the yield increases, sometimes reaching $600 and $800 per ton. Less difficulty, than was expected, has been found in saving all the silver; it was anticipated that the light specific gravity of the chlorides would cause them to flow over the concentrating belts, with the tailings. But this seems to occur only with very flaky light chlorides: the highest assay yet obtained from the tailings has only given 23 ounces per ton. These tailings are all carefully saved and will some day be worked in pans. Their absolute freedom from sulphurets and base metals (which are all gathered into the rich concentrations) will enable them

An official list of the officers, stations, agents, distances, etc., of the leased and proper lines of the Central Pacific railroad company, has been issued by that corporation. It gives one a faint idea of the marvelous extent of their business in its various ramifications, and is, moreover, a very handy little book of reference. Annexed to the pamphlet is a map, showing prospective railroad lines through Southern Arizona, and the locality of as many of our mines as the map has room for. This map is passably correct, though things are a little mixed in Globe and Pioneer districts, and "Big Dog" (sic) district is located just south of Prescott.

THE late heavy snows to the north of us will do Yuma county much service in causing good overflows of the bottom lands along the Colorado river.

BORN.

At Yuma, Arizona, March 19, 1878, to the wife of H. S. Fitzgerald, Esq., a girl.

DIED.

At Yuma, Arizona, March 21, 1878, Dolores, infant daughter of John Costello.

At Yuma, Arizona March 20, 1878, J. E. Metzer. Deceased came out here in the last stages of consumption and past hope of recovery; though his life was undoubtedly prolonged by the beneficial effect of the climate. The body was packed in ice and shipped to Los Angeles for interment.

NEW TO-DAY.

Annual Meeting.

OFFICE OF THE SIGNAL SILVER MINING CO., ROOM 28, 410 CALIFORNIA STREET, SAN FRANCISCO, March 19, 1878.

NOTICE—The annual meeting of the above named company will be held at their office, Room 28, 410 California street, San Francisco, California, on Tuesday, the 23 day of April, 1878, at one o'clock P. M. Transfer books will close on the 23d of March, at 12 o'clock M.

T. J. HAY, Secretary.

March 23. 50-4d

Proposals for Fuel, Forage, Etc.

HEADQUARTERS DEPT. OF ARIZONA, CHIEF QUARTERMASTER'S OFFICE, PRESCOTT, ARIZONA, March 17, 1877.

SEALED PROPOSALS, in triplicate, subject to the usual conditions, will be received at this office until 12 o'clock, noon,

Yuma Exchange

SALOON.

REDONDO & BALSZ.

Every attention will be paid to the comfort and pleasure of patrons.

Hay, grain and water are kept constantly on hand for the use of

Travelers and Freighters.

Every accommodation is provided for parties desirous of camping in the

CORRAL.

Which is very large and perfectly secure.

Furnished Rooms

Are attached to the establishment and kept clean and pleasant.

—THE—

LIVERY STABLE

Is always supplied with saddle horses, buggies and ambulances.

Horses and Mules

Boarded on reasonable terms or Bought and Sold at moderate profit.

The BILLIARD TABLE is an excellent one.

Main street, near steamboat landing and railroad depot,

YUMA. : : : : ARIZONA

NEW SALOON.

Delinquent Sale Notice.

SIGNAL SILVER MINING COMPANY.

Location of principal place of business, San Francisco, California, 410 California street.

Location of works, Signal, Mohave county, Arizona Territory.

NOTICE—There are delinquent upon the following described stock, on account of assessment No. 1 levied on the 29th day of December, 1877, the several amounts set opposite the names of the respective shareholders, as follows:

Names.	Certificate.	No. of Shares.	No. of Am't.
A E Davis	169	1000	500 00
A E Davis	170	1000	500 00
A E Davis	171	1000	500 00
A E Davis	172	1000	500 00
A E Davis	173	1000	500 00
A E Davis	174	500	250 00
A E Davis	175	100	50 00
A E Davis	176	100	50 00
A M Davis	179	100	50 00
A E Davis	180	100	50 00
A E Davis	181	100	50 00
A E Davis	183	100	50 00
A E Davis	184	100	50 00
A E Davis	185	100	50 00
A E Davis	186	100	50 00
A E Davis	187	100	50 00
A E Davis	189	100	50 00
A E Davis	189	50	25 00
A E Davis	190	50	25 00
A E Davis	191	50	25 00
A E Davis	192	50	25 00
A E Davis	193	50	25 00
A E Davis	194	50	25 00
A E Davis	195	50	25 00
A E Davis	196	50	25 00
A E Davis	197	50	25 00
A E Davis	198	50	25 00
A E Davis	199	50	25 00
A E Davis	200	50	25 00
A E Davis	201	50	25 00
A E Davis	202	50	25 00
A E Davis	203	50	25 00
A E Davis	204	50	25 00
A E Davis	205	50	25 00
A E Davis	206	50	25 00
A E Davis	207	50	25 00
A E Davis	208	50	25 00
A E Davis	209	34	17 00
Thomas Ewing, Trustee	47	3000	1500 00
Thos Ewing, Trustee	50	4000	2000 00
Thos Ewing, Trustee	51	1000	500 00
Thos Ewing, Trustee	211	500	250 00
Thos Ewing, Trustee	212	500	250 00
Thos Ewing, Trustee	221	12000	6000 00
T J Hay, Trustee	89	200	100 00
T J Hay, Trustee	90	100	50 00
T J Hay, Trustee	91	100	50 00
T J Hay, Trustee	92	100	50 00
T J Hay, Trustee	93	100	50 00
T J Hay, Trustee	94	100	50 00
T J Hay, Trustee	95	100	50 00
T J Hay, Trustee	96	100	50 00
T J Hay, Trustee	97	100	50 00
T J Hay, Trustee	98	100	50 00
T J Hay, Trustee	99	100	50 00
T J Hay, Trustee	100	50	25 00
T J Hay, Trustee	101	50	25 00

pay said delinquent assessment the together with costs of advertising and expenses of sale.

T. J. HAY, Secret

OFFICE—410 California street, San Francisco, California.

Notice of Sheriff's Sale of Real Estate.

WHEREAS, by virtue of an Exec issued out of the court of Wm. H. T Justice of the Peace, First Township Yuma county, Arizona Territory, date the 10th day of February, 1879, in a c action wherein A. Royse, as plaintiff covered judgment against L. A. S defendant, for the sum of One Hu and Seventy Dollars and costs, on the day of June, 1871, commanding m make out of the property of said de and the sum of Two Hundred and F eight 75-100 Dollars ($248.75) and a long costs, I have, on the 14th day of M 1878, levied on the following describe Real Estate and improvements, to-wit: Lot situated on Gila Slough, in the Village of Yuma, County of Yuma, Territory of Arizona, bounded on the South by the property of H. E. Lindsey, West by Gila street, North by Chinaman and East by Gila Slough, and now known and described on the official map of said village as Lot number two (2) in Block number twenty-six (26), which judgment was set aside and the execution perpetually stayed by an order made in the District Court of the Second Judicial District in and for said county, on the 10th day of March, 1878, and which judgment was subsequently, on appeal to the Supreme Court of this Territory, reversed, and all liens acquired by said judgment and execution revived on the 10th day of January, 1879; Now, therefore, by virtue of an order of sale and execution issued out of the Court of Justice G. M. Knight, of the First Township, County of Yuma, Territory of Arizona, dated the 13th day of March, 1879, in the above mentioned action and to me directed and delivered, Public Notice is hereby given that on Monday, the 8th day of April, 1878, at 9 o'clock a. m. of that day, in front of the Court-house in the County of Yuma, Territory of Arizona, I will sell all the right, title and interest which the said L. A. Smith, the defendant, had in and to the above described real estate and improvements, on the said 14th day of March, 1879, and all the right, title and interest which the said defendant has since acquired in and to the said Real Estate and Improvements, at Public Auction to the highest bidder for cash, to satisfy the amount now due on said judgment, Four Hundred and Thirty-five 12-100 Dollars ($435.12) and interest and accruing costs.

Dated Yuma, Arizona, March 15, 1878.

W. A. WERNINGER, Sheriff.

By INA MANNATT, Under Sheriff.

March 16. 49-5w

Great Colorado River,
Arizona Sentinel (Yuma, Arizona),
May 24, 1905

Item #36

THE GREAT COLORADO RIVER

The great Colorado river is the largest stream, both in drainage area and discharge, that lies wholly within the arid portion of the United States. It is formed by the junction of the Green and Grand rivers, rising in Colorado and Wyoming respectively, in regions of great precipitation, mainly in the form of snow. Only a small percentage of the water yielded by the basin of the Colorado has as yet been utilized for irrigation, and practically none for any other purposes. The obstacles are many. Through most of its course this river and its tributaries flow at the bottom of profound canyons, from which it is impossible to divert them upon irrigable lands. The river emerges from its canyon a short distance above the Needles—the crossing of the Santa Fe Pacific railroad—and has a series of valleys which between this point and the Mexican line aggregate about 500,000 acres. In this region the waters are heavily laden with sediment, which is a serious obstacle to their diversion The grade of the river is so flat that a diversion canal taken out at the river's bed must have so slight a a fall and so low a velocity that it would quickly fill with sediment from the river. For the same reason a canal must be very long in order to command any considerable area of land in the river valley.

TWO AND A QUARTER BILLION GALLONS A MINUTE.

Measurements of the flow near Yuma show that the river sometimes discharges a minimum of about 3000 cubic feet per second. Its maximum discharge is unknown, but probably exceeds one-half million cubic feet per second. As the river is supplied mainly by melting snows, its season of high water culminates in June, and the low water season is in the winter, when its sources are frozen.

The river is navigated more or less from its mouth to the Needles by flat-bottom, stern-wheel boats, which sometimes even ascend to the mouth of Virgin river. Its navigation, however, is so difficult and precarious as to make it almost useless. At low water the channel is so broad, shallow and changeable that boats are continually running aground, sometimes being nearly a week in advancing ten or fifteen miles. In times of high water the swift current greatly impairs navigation. Wherever wagon transportation is possible, this is preferred to the river.

The chief obstacle to the utilization of the

Great Colorado River,
Arizona Sentinel (Yuma, Arizona),
May 24, 1905

Item #36

this is preferred to the river.

The chief obstacle to the utilization of the waters of this basin are: First, the great fluctuation in discharge; second, the paucity of land that can be reached by them; third, the large quantity of sediment, making impracticable any diversion on a small scale.

A comprehensive project is here presented, which, if upon investigation, is found impracticable, will largely remove all of these difficulties, and will also greatly improve navigation at all seasons of the year.

The development of the mineral resources, in which this country is rich, is greatly hampered by the great cost of power and the lack of transportation, both important requisites for the mining industry. The proposed plan will completely solve both problems.

SUBTROPICAL CLIMATE.

All of the land that can be irrigated from the lower Colorado may be regarded as having a semi-tropical climate, where the growing season for most products continues the year round—the requirements for water, however, being greater in the summer season than in the winter. It is here assumed that the maximum use in July will be twice as great as the minimum requirements in January; and that a stream with the maximum flow of two cubic feet per second in July, furnishing about 1000 acre-feet per annum, will supply 200 acres of land.

It is probable that with proper regulation the Colorado river will be able to furnish a continuous stream of water for industrial uses, varying from 10,000 cubic feet per second in winter to 20,000 cubic feet per second in summer, in years of smallest discharge, allowing the great floods of wet years to sweep to the sea as at present. This will be sufficient to irrigate 2,000,000 acres of land, and is so far in excess of the requirements below the Grand Canyon that no restriction need to be put upon storage and diversion of waters from the tributaries of the Colorado.

A considerable portion of the valleys of the lower Colorado consists of sandy flood plains subject to occasional inundations, and rough, gravelly foothills with soil unsuitable for cultivation. There are also considerable areas of sand dunes, and some tracts rendered barren by alkali. All these it is proposed to reclaim by impounding upon them the silt which annually passes down the Colorado river.

SERIES OF DAMS.

The general plan here proposed is the pro-

Great Colorado River,
Arizona Sentinel (Yuma, Arizona),
May 24, 1905

Item #36

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GREA' FLOOD IN ARIZONA.: Overflow of ıe Colorado River-Destruction ...
New York Times (1857-1922); Jul 17, 1867;
ProQuest Historical Newspapers: The New York Times (1851-2009)
pg. 1

GREAT FLOOD IN ARIZONA.

Overflow of the Colorado River—Destruction of Arizona City—Government Warehouse Burnt.

SAN FRANCISCO, Tuesday, July 16.

Late Arizona advices state that the Colorado River is so high that the breakwater at Gila was flowed over, causing the entire destruction of Arizona City, only two buildings remaining uninjured on Fort Yuma side.

The flood has completely wrecked the Overland Mail Company's quarters.

The Quartermaster's warehouse at Fort Yuma was destroyed by fire. Loss, $300,000.

The Arizona mail-carrier has been killed by Indians.

Great Flood in Arizona,
New York Times,
July 17, 1867

Item #37

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ARIZONA SENTINEL.

SATURDAY, : : : : : MARCH 23.

Improving the Colorado River.

Receiving information from Washington that any efforts, on our part, would be ably seconded in securing necessary legislation for improving the navigation of the Colorado River, we prepared petitions for circulation through the Territory. An expenditure of Federal money will accomplish the result sought and be of immense benefit to Arizona. It is to be hoped that the petitions will be signed promptly and generally. They read as follows:

TO THE CONGRESS OF THE UNITED STATES:

The undersigned, your petitioners, would most respectfully represent that we are citizens, in Arizona, residing in the great basin drained by the Colorado River; that said basin is rich in mines and susceptible of great agricultural development; that a moderate expenditure in the removal of existing obstacles, would make said Colorado River navigable at all seasons of the year, for a distance of over six hundred miles, and thus open up this grand highway to commerce and to population, and to the speedy development of our immense natural resources; that convincing proof has already been given of the capacity of our Territory to add to the wealth of the

Improving the Colorado River,
Arizona Sentinel (Yuma, Arizona),
March 23, 1878

Item #38

nation and to attract population by the recent great increase in our shipments of bullion and agricultural products; that the opportunity of giving this proof has been afforded by the mere touching at one edge of Arizona of a railroad; and that this enables us to predict grand results from the opening to steam navigation of the Colorado River, which washes our western border for four hundred miles, and which also drains the States of California and Nevada and the Territory of Utah.

And your petitioners further represent that said Colorado River has been, at certain seasons of the year, navigated by steamboats for the last twenty years, trips having been made on favorable occasions as far as Callville in Utah; that the experience and opinions of steamboat-men show, the removal of certain obstacles would render continuous and regular navigation of the river possible and easy, at all seasons, for over six hundred miles.

We therefore earnestly petition your Honorable Body to cause the necessary examination to be made and to appropriate such sums of money as may be considered requisite to effect a proper improvement of the navigation of the Colorado River.

And your petitioners will ever pray, etc.

Improving the Colorado River,
Arizona Sentinel (Yuma, Arizona),
March 23, 1878

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HAYDEN ROADS BILL

Arizona Congressman Introduces Measure for National Highways

Farmers want improvement of roads leading to markets. Improved roads from the farms to the villages and towns and their railroad stations will reduce cost of transportation and help bring down the cost of living. The National Grange and other farmers' organizations are urging the federal government to adopt this sort of a road policy. "Business before pleasure," is the motto of the farmers.

Taking a diametrically opposite view are the associations of automobile owners. These would have the government go into the construction of trunk lines of model highways. The cost would be terrific, running literally into the billions of dollars. It is the theory of the adherents of national highways, however, that the construction of these main arteries in the highway system would lead local communities to connect up with the model roads, thus stimulating the construction of good roads everywhere.

Somewhere between these two

GILA VALLEY WILL HAVE MAIN LINE

Southern Pacific Plans Will Soon Blossom Into Reality

VALLEY LANDS VALUABLE

Increasing Business Makes the Completion of Main Line Absolutely Necessary

The following from the Los Angeles Times, a paper always reliable and conservative in its news statements, is a sure indication that the main line of the Southern Pacific will be built through this valley. It has become an absolute necessity for the Southern Pacific to build this line in order to handle its enormous business.

It is our prediction that within the next few months actual con-

Clipped from Graham Gua

Increasing Business Makes Completion of Main Line Absolutely Necessary, Graham Guardian (Safford, Arizona), January 9, 1914

Item #39

roads everywhere.

Somewhere between these two opposite views the government's solution is likely to be found. The Roads Committee of the House is trying to formulate a national policy of road building. It is generally understood that between $20,000,000 and $30,000,000 annually can be expended for this purpose. The bill that will finally be adopted will probably be a compromise which will aid in the construction of model roads and at the same time pay attention to the market roads of the farmers.

Congressman Carl Hayden, of Arizona, has introduced a carefully prepared roads bill that embodies several admirable provisions. The bill is frankly a compromise between the two extreme views on road construction by the government. The sum of $25,000,000 is appropriated annually, one half of this amount apportioned to the states according to their mileage of post roads. This system would give an automatic apportionment and relieve the roads movement from any suspicion of logrolling.

The Hayden bill endeavors to give

the next few months actual construction will have begun, and when this happens, watch real estate double in value from one end of the Gila valley to the other. The Times says:

"A cut-off across Arizona that will involve the building of a new line half across that State and which will put Phoenix on the Southern Pacific's trunk line between this city and New Orleans, has come to the front as a possible future improvement in connection with a report that the Southern Pacific has secured its long-sought right-of-way through the Gila Box canyon. General Superintendent Platt stated recently, however, that there is nothing official either on the new road or on the right-of-way concessions.

"Though the line will involve the construction of 150 miles of new track, with much heavy blasting and grading work, it is understood that it will give the Southern Pacific the lowest uniform grade of any line crossing the Rocky mountains. Regarding the probable cost of the road no information is available.

"The project it is stated, is to

Increasing Business Makes Completion of Main Line Absolutely Necessary, Graham Guardian (Safford, Arizona), January 9, 1914

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The Hayden bill endeavors to give uniformity to state institutions which would deal with the government in the work of road construction. The smallest apportionment of money for any state would be $200,000. For every dollar contributed by the federal government the state must contribute another. This double contribution, Mr. Hayden believes, would safeguard the government against the waste of its money by state highway department, since in order to waste the federal funds the state contribution, raised by direct taxation, would also have to be wasted.

He would give the state complete control of the work, having the government road scientists act only in an advisory capacity. In order to get money under the terms of the Hayden bill, a state must first create a highway department and raise a state road fund. The bill also provides for a uniform system of bookkeeping to be devised by the Secretary of Agriculture and adopted by each state, so that the federal authorities would have no difficulty in finding out how its money was spent.

The Hayden bill has been favorably commented upon by members of the Roads Committee.

CLYDE H. TAVENNER.

MORE IMPROVEMENTS

The Olney Hardware Co. is putting in a new lot of shelving in their harness department, which they have added to from time to time for the past two years.

The project it is stated, is to swing the new road away from the present main line east of Yuma and carry it to a connection with the existent branch line at Hassayampa, then over that line to Winkleman and from there to the Gila Box canyon to San Carlos, Safford or Solomonville on the Gila valley line. By this line there will be a considerable saving in distance compared with the present line, though the most important gain will be in the lowered grades. Another gain of considerable importance will be duplicated lines across a mountainous country.

"In connection with this rumored improvement, the words of President Sproule while here some weeks ago are of interest. "We have many improvements contemplated by which service would be materially bettered. But a lax market for railroad secureties prevents the doing of the work,' he stated.

"Sproule was speaking particularly of the plan to build a new line from Mohave to Bakersfield. The surveys for this road have been completed, but, as Sproule stated, 'nothing can be done until we can secure money at a lower interest than at present.'

"Nevertheless, as Sproule made plain, the Southern Pacific is making plans for the future that will blossom into reality when the money is available. As the Southern Pacific's business between the east and west is constantly increasing, the Arizona cut-off, in the opinion of many railroad men, should have the 'call' on all other improvements when money in any quantity is available."

Increasing Business Makes Completion of Main Line Absolutely Necessary, Graham Guardian (Safford, Arizona), January 9, 1914

Item #39

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Internal Navigation in Arizona in Connection with the Indian Service.

We have heard of a map, made by some of the hardy and honest pioneers of this Territory, which shows steam vessels on the Santa Cruz opposite Tucson, and of other maps showing steamers on the Gila. It is but a few years since some newspaper man of the modern type put steamers on the Gila river, at least did so on paper. Now comes Hon. E. A. Hayt, Commissioner of Indian Affairs, with a serious official direction to a special agent bound for San Carlos Agency, telling him to travel by the Overland and Southern Pacific Railway to Yuma, thence up the Gila by steamer to within thirty miles of the agency, and thence by daily stage to his destination. This special agent will or ought

Internal Navigation in Arizona in Connection with the Indian Service,
Arizona Weekly Citizen
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tion. This special agent will or ought to be removed from office. He reached Yuma all right, but was so bewildered by the bewitching scenery or intoxicating entertainment of that railway and steamboat metropolis, that he could not or did not find the office nor any of the passenger steamers of the Gila Packet Company, and returned to Los Angeles, under the impression, it is presumed, that the Commissioner's instructions did not authorize him to come ahead by Kerens & Griffith's stage or on any of the many freight schooners sailing up the Gila by every breeze, no matter from which point of the compass it blows. The special agent is doubtless assiduously engaged in the arduous and apparently necessary duty of trying to convince the Commissioner that his instructions must be so modified as to permit him to travel up the Gila by stage or by the slow schooners which carry freight, however ill adapted to transporting special agents. In the meantime Es-

Internal Navigation in Arizona in Connection with the Indian Service,
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Item #40

special agents. In the meantime Eskimiozin and the other San Carlos Indians are doing without the advice and services of this dutiful special agent.

At first thought we were disposed to join others in censuring Commissioner Hayt, but he is probably excusable. Being a reformer, he had little confidence in the methods of business in vogue when he took charge of the Indian office, and believing in the purity of the fathers and early Arizona pioneers, he naturally enough looked up the early geographical and naval history of our Territory where many of his Indians reside, and when his eagle eye fell upon the plats showing steamers on the Santa Cruz and Gila, his economical soul was so transported that it was just like him, good man that he is, to give orders to avoid the slow and expensive transportation by Kerens & Griffith's stages and the freight schooners, and take the more comfortable, expeditious and cheap Gila steamers.

Internal Navigation in Arizona in Connection with the Indian Service,
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Gila steamers.

The sneers at Commissioner Hayt because of any error he may have fallen into from his researches on the early maps of Arizona, are all wrong and tend to discourage reform in the Indian service. Should he step over to the Navy or Treasury department and find a record of vessels in commission to navigate the Gila river, the laugh would be in his favor, and the retreating special agent would be made to regret his failure "to proceed by steamer from Yuma to within thirty miles of the San Carlos Agency."

The further discussion of this delicate subject is intrusted to the Yuma journalists.

Internal Navigation in Arizona in Connection with the Indian Service,
Arizona Weekly Citizen
September 28, 1878
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LOCAL BREVITIES.

Salt river raised four inches Sunday.

Dick Goodwin starts today with a load of merchandise for Haqua Hala.

William Pierce leaves today with rodeo supplies for his Date creek cattle ranch.

The City Council met yesterday and adjourned till this evening at 7:30 o'clock.

One of the boats used in the recent flood is still anchored on the corner of Center and Jackson streets.

Stated meeting of Arizona Lodge No. 2, F. and A. M., occurs tonight at 7 o'clock. Work in the second degree.

Freighter Smith took a six-horse load of supplies to the Congress, and Baker took a ten-mule load of hay to the same place yesterday.

Twenty acres of alfalfa hay were cut last Friday and Saturday on Slocums ranch, north of town, on the Prescott road, which yielded well for first cutting.

The Gila river has been about the same height for three weeks until the last the last three days, when it has lowered three inches.

Local Brevities,
The Arizona Republican,
April 7, 1891

Item #41

There is plenty of water now running in the Mesa canal and all are busy irrigating. The dredger has been put at work below enlarging the ditch to its full size.

The will of C. O. Morgan, who died here Sunday, was filed for probate before Judge Baxter yesterday. T. W. Hine is named as executor. A hearing will be had April 20 at 1 o'clock.

Work on the Arizona dam is being pushed night and day. W. J. Murphy has charge of the working forces on the north side of the river and John Norton is foremon of the force on the south side.

A patient escaped from the asylum last Sunday evening and came to town. He was captured shortly after reaching the city, however, and taken back by Steward Wilcox who, on missing the escape, had started in pursuit.

P. H. Coyle has just returned from Maricopa, and says the report that freight teams were fording the Salt and Gila rivers is wrong, that no teams of any kind are fording the Gila, and that only light teams are fording the Salt.

Local Brevities,
The Arizona Republican,
April 7, 1891

Item #41

J. J. Hodnett had a force of men working last week getting the timbers and iron of the Tempe bridge out of the drifts below and teams hauling it to the track. Yesterday the engine went up to move it to the bridge. About two miles of the track will be torn up and moved farther north to higher ground. Men were put to work on it yesterday.

J. E. Pawley started yesterday evening with a pack train of burros for Stanton, Yavapai county, where he will use them in packing ore down to A. L. Curr's ten stamp mill. The mill has been lying idle for the past year on account of having taken all the ore out of the mine formerly worked. Mr. Curr recently made a new discovery and has out about 100 tons of $45 ore on which he will start the mill as soon as Pawley gets there.

Local Brevities,
The Arizona Republican,
April 7, 1891

Item #41

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with.

MERCED, Cal., February 26—The Merced stage was stopped this evening by two highwaymen about a mile from this place. The mails from Mariposa, Coultervile and intermediate towns were taken, also Wells, Fargo & Company's box.

YUMA, Feb. 26—The Gila river is extraordinary high, owing to the rains and floods and snow melting in the north. Considerable overflows are reported in the valleys, and it is feared the damages are serious in some places. A half mile of the Southern Pacific near Yuma is badly washed.

Local News,
Arizona Weekly Citizen
March 1, 1980
Item #42

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inventory is being taken to determine the assets. Liabilities about $5,000 due San Francisco creditors.

It is reported that H. H. Allen and daughter, living below Phenix, on the south side of the river, were drowned on Saturday. The report is unconfirmed, as is also one to the effect that a Mexican family were drowned in the same locality.

Local News,
Arizona Weekly Citizen
March 7, 1891
Item #43

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Peter is correspondingly happy.

The new mail schedule on the Ft. Thomas and Globe route gives general satisfaction. St. Louis and San Francisco mail reaches Globe in three days, when there are no washouts, it may be well to add.

Mail Route Between
Fort Thomas and Globe,
Arizona Silver Belt (Globe Arizona),
August 24, 1895
Item #44

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The mail schedule on the route between Fort Thomas and Globe was changed on Tuesday, at the suggestion of the postmaster of Globe. The mail now leaves Fort Thomas at 8:45 p. m., after the arrival of the train, and is due at Globe at 12:55 p. m. next day. The stage leaves Globe at 2:30 p. m., and arrives at Fort Thomas at 6:30 a. m., connecting with the train for Bowie Station. The people of Globe now receive their mail almost twenty-one hours earlier than formerly.

Dan Clayton, driver on the Ft. Thomas and Globe stage line, learned from the station-keeper at the sub-agency, on Thursday, that the Mohave squaw who was taken captive by renegade Indians on the night of May 14, had reached Fort Grant, having escaped from her captors, whom she reported to be Masse and three other renegade Chiricahuas. It will be remembered that in the raid upon the Mohave camp, in Hawk canyon, on the date above mentioned, one squaw was killed, one wounded, and a third one captured by the outlaws.

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Mail Route Between
Fort Thomas and Globe,
Arizona Silver Belt (Globe Arizona),
August 24, 1895

Item #44

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Discovered in the early 70s, the Clifton Copper district was the first to enter the Arizona field as a copper producer. The district is one of the largest, covering 42 square miles of mineralized territory and extends from the San Francisco river on the east to the Eagle river on the west. Wedged in between these streams, which never run dry, its water supply is abundant at periods of the year, and in that respect it is more favorably situated than any other camp in Arizona. Its mines stand at from 5000 to 6000 feet above sea level. The elevation of Clifton is 3450 feet. The richest portion of this mineral belt lies under and around the town of Morenci a few miles away. The early workings were confined to the limestone belt, which furnished an abundant supply of oxide carbonates and silicates of copper. These being self-fluxing, were converted into black copper by one simple smelting operation. As early as 1892, the limestone belt had became fairly well exhausted and prospecting tunnels were driven into the adjacent eruption rocks, then regarded as barren, resulting in the discovery of the more permanent sulphides, which now furnish the bulk of the copper produced. About this time concentrating and leaching processes adapted to the various ores of the district, were successfully introduced, while the smelting plants were

Bisbee Daily Review
(Bisbee, Arizona)
April 14, 1907

soon be established in this city. A stock company has been formed. Messrs. J. Breckstein, Henry Hill and Jas. H. Kirby are among the interested parties.

Mining Industry,
Bisbee Daily Review (Bisbee, Arizona),
April 14, 1907

Item #45

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The New York Times
Published: January 6, 1859
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ARIZONA AND SONORA....NO. II.

The Mining Interests of the Country—Topographical Features—Climate.

To the Editor of the New-York Times:

My previous communication gave a brief outline of the Expedition of the Arizona company of poineers to the Arizona Mountains. To reach that point it was necessary to cross the desert country extending from the River Colorado in a southeast direction nearly to the Arizonas, a distance of about three hundred and twenty-five miles. We took the old and main route of travel between California and Sonora *via* the *Tenajas Altas*, a succession of twelve natural water tanks, one above the other, in a gorge of a high mountain, and camped at Sonoita several days to recruit the animals. While here, we heard accounts of a very rich copper mine, said to be located about forty miles north, in the Ajo Mountain. Under the guidance of an old Opata Indian, the mine was found, but in the very centre of a dreary desert. The inviting appearance of the mineral, a profusion of which appeared on the surface, and its exceeding richness, as proved on testing—70 per cent. copper—induced me to take up the mine. Some three years previous, a company of Mexicans commenced working the mine. They got out only a few hundred pounds of ore, when the Apaches made an onslaught and killed them all.

Mining Interests in Arizona and Sonora,
New York Times,
December 16, 1859
Item #46

ARIZONA AND SONORA....NO. II.

The Mining Interests of the Country—Topographical Features—Climate.

To the Editor of the New-York Times:

My previous communication gave a brief outline of the Expedition of the Arizona company of poineers to the Arizona Mountains. To reach that point it was necessary to cross the desert country extending from the River Colorado in a southeast direction nearly to the Arizonas, a distance of about three hundred and twenty-five miles. We took the old and main route of travel between California and Sonora *via* the *Tenajas Altas*, a succession of twelve natural water tanks, one above the other, in a gorge of a high mountain, and camped at Sonoita several days to recruit the animals. While here, we heard accounts of a very rich copper mine, said to be located about forty miles north, in the Ajo Mountain. Under the guidance of an old Opata Indian, the mine was found, but in the very centre of a dreary desert. The inviting appearance of the mineral, a profusion of which appeared on the surface, and its exceeding richness, as proved on testing—70 per cent. copper—induced me to take up the mine. Some three years previous, a company of Mexicans commenced working the mine. They got out only a few hundred pounds of ore, when the Apaches made an onslaught and killed them all.

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Apaches made an onslaught and killed them all. The mine was then abandoned to any one disposed to take it. There was no permanent water nearer than Sonoita, forty miles south. But at this season showers filled tanks in the rocks, holding sufficient for a small number of men for a limited period. I detailed six men to take possession of this mine and hold it, and continued on with the balance of the company to explore the Arizonas.

It has been stated that the explorations in the Arizonas for mineral were satisfactory, but all that region of country was so wild and unsettled, so destitute of facilities for obtaining supplies and for transportation, and so utterly impracticable would it have been for a small company to labor there uninterrupted by the Apaches, that it was determined to abandon the Arizonas for a time, and resolve ourselves into a mining company to develop the copper mine taken up in the Ajo Mountain, as intercourse with California could be maintained from that point.

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maintained from that point.

Our camp in the Arizonas was broken up in April, 1855. The company was incorporated in San Francisco as the Arizona Mining and Trading Company. Officers were elected and myself chosen as Superintendent at the mines. Selecting seven of the original members of the company, I *commenced operations in June, 1855.* May and June are the driest and hottest months in this region and here was an enterprise to be commenced far up in ragged and rugged hills and mountains, the country for leagues and leagues around a trackless, parched desert, the nearest known water forty miles distant, and at midday the thermometer ranging from 110° to 115°.

But within one year the work was accomplish-

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But within one year the work was accomplished. Laborers and supplies were brought from Sonora; large tanks and dams for holding rain-water were built, stone houses erected, explorations radiating to every point were made for water and grass and to open routes to Sonora, Tucson, River Gila and River Colorado. The mines were opened and considerable ore taken out, ten tons of which were forwarded to San Francisco and from thence to England, and pronounced the best ore that ever came into that market. Thus the famous Ajo mine was opened.

A story of the deprivations, hardships and exposures this company encountered in the prosecution of the work would scarcely be credited. Five months after it commenced there were but two Americans with me. Several left, having had quite enough of desert life. Three lost their lives. One died on the desert; another died from drinking tea made of a poisonous herb by mistake; another nearly died from the same cause, but he survived to have his brains beaten out shortly after while sleeping, by a Mexican.

On the expiration of my term of office, in 1856, I was again elected as Superintendent, and held the office until the following September, when I resigned for the purpose of extending a trade more into the eastern part, and follow up my original intentions to explore in those regions for silver mines.

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intentions to explore in those regions for silver mines.

In the course of a few months I had a trading post at Fort Yuma on the Colorado, one near the Sonora Puebla of Sonoita, 160 miles southeast of the Colorado and one at Calabasas, 150 miles still further east. In April, 1856, a company of Mexican troops massacred four Americans belonging to CRABB'S party at my house near Sonoita, pillaged the store and carried off the clerk, AINSA, a prisoner, to Guaymas. The destruction of this trading post rendered it necessary for me to concentrate all my business at the more distant point, Calabasas. I explored a considerable portion of the central and eastern part of the Territory and the northern section of Sonora, and was more or less engaged in trading and silver mining until March, 1858, when I left for the Eastern States as agent of the Sonora Exploring and Mining Company located at Tubac

Here ends a statement of my personal movements, which may appear unimportant. When information is promulgated, the first inquiry is, "How was that information obtained?" Such as I have to communicate was obtained in following out the various pursuits as stated above.

In the accomplishment of this I have seen much desert country, and little in comparison adapted to agriculture; magnificent mountains, vast stretches of grassy hills and plains, and very little water; many very encouraging mineral districts and very few rich mines; a fine assortment of rocks and very little wood; any number of Mexicans, Pisco-

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water; many very encouraging mineral districts and very few rich mines; a fine assortment of rocks and very little wood; any number of Mexicans, Pimas, Maricopa, Yuma, Co Copa and Yacqui Indians of the tame breed, with a plentiful sprinkling of Apaches of the wild breed, and very few white men; a great many emigrants *en route* and few locating; any number of horses and mules, and few wheel vehicles; droves of cattle, wild and tame, deer, antelope and wild turkeys, and a few bear, thousands of coyotas and a few lobos or large wolves, thousands of small reptiles, and many large rattle-snakes; more hot days than temperate, more temperate days than cold; more health than sickness; more poverty than riches; numerous camping places, and few houses. I have seen a United States fort called Fort Buchanan, delightfully located among the Santa Vita mountains, where it gives the whites and Indians the least possible trouble. I have also seen the monthly depredations of Apaches. I have been cognizant of two hundred murders, assassinations, &c., within the circle of my travels, by Apaches, Mexicans and whites, *but I never knew a natural death to occur during my sojourn in the Territory.* This, in brief, is the outline of what came under my observation.

The Territory now known as Arizona lies between the northern frontier of Sonora and the River Gila, the Rio Grande on the east and the River Colorado on the west. Its area may be es-

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The Territory now known as Arizona lies between the northern frontier of Sonora and the River Gila, the Rio Grande on the east and the River Colorado on the west. Its area may be estimated a little less than the State of New-York; but the Territorial bill proposes to include a portion of New-Mexico north of the River Gila, which will give a territory of about 75,000 square miles, the whole somewhat larger than the State of Virginia. That portion of Arizona, according to its present limits, lying south of the River Gila, and west of the 111th parallel N. longitude and Orinaca, comprising nearly half the country south of the Gila, does not contain a running stream or living spring of water. Several nomadic bands of Papago Indians exist here by the water holes and wells, which, during a few months of the year—the season of showers—furnish them with a scanty supply; but they do not and cannot cultivate.

The Gila bottom, from the aforesaid parallel to the Colorado, a distance of little over two hundred miles, is very uninteresting, and, from a variety of causes, cannot be made available to any great extent for agricultural purposes. One of the principal causes is that a heavy inundation occurs in the Spring, and sometimes in August, and as all cultivation here is by irrigation, everything like dams, *acequias*, or trenches, with every other species of improvement, would be periodically swept away. In addition to this, most

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of the bottom which is not pure sand is strongly impregnated with alkali.

The Pimos and Maricopas occupy the only really available point. Thin, small patches of wheat, corn and beans extend along the river a distance of ten miles. Below this, to its mouth, it is a singular fact that not the slightest indication that the bottom has ever been cultivated or inhabited, even by the Indians, can be discovered. The Yuma Indians occupy the point at the junction of the Gila and Colorado, and the bottom of the Colorado immediately below, where they raise some corn pumpkins and melons. Three years ago the brothers BOWLETT attempted to cultivate a short distance above the junction for the purpose of supplying Fort Yuma, but did not succeed. Twenty miles below, on the Colorado, my old friend PHEDRICK, has a ranch where the grass is good but I believe he has not succeeded in farming. On two occasions, when I visited this interesting locality, I was greeted by hosts of warm friends in the shape of stalwart mosquitoes, the greater portion of which could claim a blood relationship with me before I departed. PHEDRICK'S only companion and friend was a larged-sized donkey, whose ears appear to have faded away before the rapacious attacks of the insects, and in the height of the season it was found necessary to afford the poor beast accommodations in a *bodega* or underground

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season it was found necessary to afford the poor beast accommodations in a *bodega* or underground room, entered by an inclined plane.

Willow, cotton-wood and mezquit are found throughout the Gila bottom sufficient for fuel, but for the purposes for which lumber is required they are very inferior. The climate is excessively hot in Summer, and in the Winter months strong and high winds, which raise stifling clouds of sand, prevail. Grass is generally scarce and poor. That portion of the Gila country of which mention has just been made is the locality of the recently-discovered gold placers. If half that has been stated respecting these discoveries proves true, a great change will of course be wrought out. Since the opening of California, we need not be astonished at anything of this nature. There is gold to be found throughout all this desert region, and it is to be hoped that the reports respecting the Gila diggings will prove true, but I have not as yet learned any facts which cause me to place any confidence in the extravagant rumors that are afloat. If gold is found within reasonable distance of the Gila in sufficient quantity to draw a large emigration, the country offers no serious physical obstacles to occupancy by such emigration.

This portion of my picture is sombre, but I shall give it lighter and more agreeable touches when faithfulness to the subject will admit.

EDWARD E. DUNBAR.

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porary absence of Mrs. White yesterday, and their two children, aged 1 and 3 years, were burned to death.

Mother and Five Children Drowned.

CLIFTON, Ariz., March 7.—Mail Contractor Greene reports that a Mexican woman and five children were drowned at Solomonville while endeavoring to cross the Gila River on a raft.

Mother and Five Children Drowned,
The Weekly Wisconsin,
March 14, 1891
Item #47

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NEW RAILROADS FOR TERRITORY

Greene of Randolph Lines Talks Of Era Of Prosperity Just Beginning.

W. T. Greene, an employe of the Randolph railway lines in Arizona and Mexico, arrived in Tucson recently on business connected with his company and is registered at the Santa Rita. In the course of his labors, Mr. Greene covers a wide territory, ranging between Globe, in Gila county on the north, and Moctezuma, in Sonora, on the south, besides making long jumps both east and west. Speaking of conditions in Southern Arizona Mr. Greene said:

"I have just returned from a ten days' trip to Globe and vicinity and without any exaggeration, the mining business in that district is on the boom. Much interest is being taken by eastern capital in that section, and there will be new investments during the coming year. Business is on the

New Railroads for Territory...Talks of Era of Prosperity Just Beginning, Bisbee Daily Review, (Globe, Arizona), December 31, 1908

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the coming year. Business is on the upgrade to a marked degree and business men are feeling better in all lines.

"Practically the same conditions prevail in Cochise county just at present," continued Mr. Greene. "The smelters at Douglas are running full capacity and several surveying crops are in the field north of Douglas, for the El Paso & Southwestern, rushing a line of railroad to be built between

Douglas and the new and rich mining camp of Courtland. It is the general expectation that before July 1, the Copper Queen company and the Calumet & Arizona company, both of which are heavily interested in Courtland, will be making shipments of ore over this new line of railroad between Courtland and Douglas, a distance of 40 miles."

Mr. Greene is of the opinion that southern Arizona is entering upon an era of renewed prosperity and development never before witnessed.

New Railroads for Territory...Talks of Era of Prosperity Just Beginning, Bisbee Daily Review, (Globe, Arizona), December 31, 1908

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We have been shipping automobiles from Ft. Thomas to San Carlos by freight so as to avoid the ford of the Gila river at San Carlos. How nicely a good bridge would fit in?

News from Fort Thomas,
Graham Guardian (Safford, Arizona),
October 16, 1914
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ARIZONA SENTINEL.

SATURDAY, : : : : DECEMBER 8.

LOCAL MATTERS.

BABBIT METAL for sale at the SENTINEL office.

PASSENGER travel has increased very much lately on cars, boats and stages.

HENRY HOUTON is now agent at Yuma for the celebrated Fredericksburg beer.

As fat beef as usually occurs in this Valley of Bliss, is cut regularly at the Colorado Market. *

THE Gila and barge No. 1 sailed up river last Saturday with five passengers and 90 tons of freight.

AN office in Barney's Block, on Main

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Arizona Sentinel (Yuma, Arizona),
December 8, 1877

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The Gila River Country.

As soon as it is ascertained that the Pinal Apaches will offer no opposition to white men visiting their country, exploring parties will be organized to visit the unknown regions of the Gila and tributaries— the streams that flow from the Pinal and White mountains, where it is believed there are as rich gold fields as have ever been discovered on this continent. Several parties in attempting to prospect this region have been driven away by the savages who manifest the greatest antipathy to the whites becoming acquainted with the mineral wealth of the country. Abundant traditions, rumors, and tales are extant concerning the quartz gold mines, and the wonderful "washings" on the upper waters of the Gila, on Black river, and in the gulches of the White mountains. That the Indians bring gold from that country is certain. They have sold it to many persons in this Territory, and have never denied that they knew where it existed in abundance, but invariably refuse to disclose the locality. Far be it from us to encourage any reckless adventure into a country abounding in dangers and hardships of the most formidable description, but we hope the day is at hand when some of our bold and hardy pioneers will push their explorations into that mysterious region and lay its secrets open to the hands of labor and enterprise.

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Those who explore the Gila may calculate upon no easy conquest. They will need to be vigilant, hardy, untiring and brave—venturing into the lands of hostile Indians, with hunger and thirst, the extremes of heat and cold, poisonous reptiles and stinging insects, to environ them at every step still if any confidence can be placed in the conclusions of geologists, the stories of hunters, and the statements of Indians themselves who inhabit the country—the reward for a patient, thorough, and careful exploration will be very great. We give a few extracts from notes on the character of the country in the vicinity of the Colorado and Gila, made several years since by officers of the U. S. army; scant as this information is, it will be interesting:

We descended into the broad valley of the Gila, skirted on the south side of the table land, black with bassalt pebbles, resting on a stratum of the carbonate of lime, upon which the river impinged at every flood, and widened the valley. Wherever we mounted to the table lands to cut off a bend in the river, we found them dreary beyond description. Now and then a single acacia raised its solitary form and displayed its verdure in the black expanse.

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displayed its verdure in the black expanse.

The river bottoms are wide, rich, and thickly overgrown with willow and a tall aromatic weed, and alive with flights of white brant, (wings tipped with black,) geese, and ducks, with many signs of beaver and deer.

We found remains of old acequias, and the plains covered with broken pottery. We also found several varieties of sea-shells, probably brought by the Maricopas, who came from the sea-coast, originally.

After making ten miles we came to a dry creek, coming from a plain reaching far to the south. The table land was strewed with fragments of black bassalt, interspersed with agate, vitrified quartz and carbonate of lime. About the summit was a mound of granite boulders, blackened by augite, and covered with unknown characters, the work of human hands. These

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have been copied, On the ground near by, were also traces of some of the figures, showing some of the hieroglyphics, at least, to have been the work of modern Indians. Others were of undoubted antiquity, and the signs and symbols intended to commemorate some great event. One stone bore on it what might be taken to be a mastadon, a horse, a dog, and a man. Their heads are turned to the east, and this may commemorate the passage of the Aborigines of the Glia on their way north.

Some of the boulders have been written and re-written upon so often that it was impossible to get a distinct outline of any of the characters.

We made many inquiries as to the character of the vast region of country embraced in the triangle formed by the Colorado of the west, the Del Norte, and the Gila; and from all I can learn the country does not differ materially, in its physical character from New Mexico, except, perhaps, being less denuded of soil and vegetation. The whole extent, except on the margin of streams, is said to be destitute of forest trees. The Apaches and Navajos are very numerous. The former are nomadic Indians, but the latter have fixed habitations, possess numerous herds of sheep, and cultivate the soil.

"Warner, Stanley, and myself, saddled up to visit the junction of the Gila with the Colorado, which we found due North from our camp about a mile and a half distant. We mounted a butte of feldspathic granite and looking 25 deg. East of North, the course of the Colorado was marked by clouds of flying sand. The Gila comes into it nearly at right angles, and the point of junction, strangely chosen, is the hard butte through which, with their united forces, they cut a canon, and then flow off due magnetic west, in a direction of the resultant due to the relative strength of the rivers.

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rivers.

The walls of the canon are vertical, and about fifty feet high, and one thousand feet long. Almost before entering the canon, in descending the Gila, its sea-green water is lost in the chrome colored hue of the Colorado. For a distance of three or four miles below the junction, the river is perfectly straight, and about 600 feet wide; and up, at least, to this point, there is little doubt that the Colorado is navigable for steamboats. Above, the Colorado is full of shifting sandbars, but it is, no doubt, to a great extent susceptible of navigation.

The Gila, at certain stages, might be navigated up to the Pimos village, and possibly with small boats at all stages of water.

Near the junction, on the north side, are the remains of an old Spanish church, built near the beginning of the 17th century, by the renowned missionary, Father Kino. The mission was eventually sacked by the Indians, and the inhabitants all murdered or driven off by the Indians. It will probably yet be the seat of a city of wealth and importance, most of the mineral and fur regions of a vast extent of country being drained by the two rivers. The stone butte through which they have cut their passage is not more than a mile in length. The Gila once flowed to the south, and the Colorado to the north of this butte, and the point of junction was below. What freak of nature united their efforts in forcing the butte, is difficult to say. During freshets, it is probable the rivers now discharge their surplus waters through these old channels. Francisco informs me that the Colorado, seven miles travel up from the butte, continues pretty much the same as we saw it.

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we saw it.

There a canon is reached, impassable for horses or canoes. The country between is settled by the Coyoteros, or wolf-eaters, *cochineans*, (dirty fellows), Los Tontears, or fools, and the Garroteros, or club Indians. These cultivate melons, beans, and maize.

Higher up, on the Gila, the ruins of many ancient settlements were discovered. Just before reaching the base of Mount Graham, a wide valley, smooth and level, comes in from the south-east. At the junction of this valley with the Gila are the ruins of a large settlement.—We found traces of a circular wall 270 feet in circumference. Here, also, was one circular enclosure of 400 yards. This must have been for defence. In one corner was an indenture which we supposed to be a well. Large mesquite trees now grow in it, attesting its antiquity.—Most of the houses are rectangular, varying from 20 to 100 feet front. Red cedar posts were found in many places, which seemed to detract from their antiquity, but for the peculiarity of this climate, where vegetable matter seems never to decay. In vain did we search for some remnant which would enable us to

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connect the inhabitants of these long deserted buildings with other races. No mark of an edge tool could be found, and no remnant of any household or family utensils, except the fragments of pottery which were everywhere strewed on the plain, and the rude corn-grinder still used by the Indians. This great valley was once the abode of busy, hard-working people. Who they were, tradition cannot answer.

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..ont Page 1 -- No Title
New York Times (1857-1922); Oct 4, 1868;
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pg. 1

Late Arizona advices say that owing to the withdrawal of a portion of the military force, the time of the men having expired, the Indians are daily becoming more bold and successful in their outrages. Within a few months past thirty persons have been killed, and $50,000 worth of property destroyed in Pimo County alone. Gov. McCormick had issued his proclamation calling out a company of militia to serve for six months unless sooner discharged.

One of the most destructive rainstorms ever known in Arizona commenced on the 7th of September and lasted for three days, completely flooding the country. Many of the villages of the Pimo and Mancopa Indians, on the Gila River, were entirely destroyed. Large crops were swept away, and Hopper & Co.'s flouring-mills, at Pimo Village, were destroyed. A number of cattle belonging to Texas emigrants were drowned in the flood. Gov. McCormick and a party, *en route* from Prescott, were caught in the storm and compelled to swim their animals to reach a place of safety.

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DENVER, Col., March 1.—A special to the *Rocky Mountain News* from Yuma, Arizona, says that in that town over two hundred and fifty houses are in ruins from the flood, 1,400 people are homeless, not a single business house remains standing, and it is feared that hundreds of lives have been lost in the Gila Valley. The telegraph wires into the valley are down, and as all bridges are gone and the roads are impassable, no reliable reports can be had from there.

The river above town is seven miles wide and below the town in places the water covers the country in one grand lake over fifty miles across. The railroad company will not have the blockade raised for west-bound trains for four days, and it will be ten days or two weeks before they can get East. The town has provisions sufficient for eight more days, and the Southern Pacific Hotel is feeding a thousand people a day.

Reports from Jakuno, fifteen miles above here, are to the effect that the flood drove the people into the treetops, and many becoming exhausted from cold and hunger dropped into the water and were drowned. Reports from reliable sources put the loss of life in the valley anywhere from 30 up to 100. All along the valley for 200 miles everything is in desolation. Costly houses and barns have been washed away like playthings, while stock and fences have been carried down by the flood, leaving the country as bare as a desert. Men who ten years ago were wealthy are now homeless and paupers. Eighty miles south of here, where 5,000 Indians live, the country is flooded for eighty miles square, and as there are no hills for refuge it is reported that over 100 of the Indians have been drowned. The great valley in Colorado is one vast sea of water as far as the eye can see in every direction.

The river has fallen 6 feet 6 inches in thirty-six hours and is now nearly at a standstill. The weather is thick and threatens heavy rains. The loss in this (Yuma) county foots up $2,000,000, of which the railroad will have to suffer to the extent of $250,000. Old Yuma will never be rebuilt. The town will go higher up the hills.

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No Title,
The New York Times
(1891)

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Clifton was seriously damaged by the floods. The railroad and foot bridges, the depot and a number of houses were destroyed. Much of the track of the Lordsburg and Clifton railroad was washed away. The big iron railroad bridge at Guthrie is gone. A barrel of whisky, three cans of coal oil in a case, lumber of all kinds, a piece of rustic work believed to have come from the Clifton depot or Mr. Shenben's house; one side of a freight car and two braces known to have been used as supports to the roof of the Clifton depot were fished out of the Gila river near Solomonville. The copper companies were compelled to shut down.

No Title,
Arizona Silver Belt (Globe Arizona)
March 7, 1891
Item #54

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The mail schedule on the route between Fort Thomas and Globe was changed on Tuesday, at the suggestion of the postmaster of Globe. The mail now leaves Fort Thomas at 8:45 p. m., after the arrival of the train, and is due at Globe at 12:45 p. m. next day. The stage leaves Globe at 2:30 p. m., and arrives at Fort Thomas at 6:30 a. m., connecting with the train for Bowie Station. The people of Globe now receive their mail almost twenty-one hours earlier than formerly.

Dan Clayton, driver on the Ft. Thomas and Globe stage line, learned from the station-keeper at the sub-agency, on Thursday, that the Mohave squaw who was taken captive by renegade Indians on the night of May 14, had reached Fort Grant, having escaped from her captors, whom she reported to be Masse and three other renegade Chiricahaus. It will be remembered that in the raid upon the Mohave camp, in Hawk canyon, on the date above mentioned, one squaw was killed, one wounded, and a third one captured by the outlaws.

No Title,
Arizona Silver Belt (Globe Arizona),
August 24, 1895

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Pioneer drug store.

J. C. Glasby is here from Safford, and reports great damage to farms and irrigating ditches, by the flood, in that neighborhood. A Mr. McNeal in attempting to cross the Gila with a wagon, about a mile below Safford, on the 17th, was drowned as was also his team. His brother, who was with him, succeeded in reaching the shore.

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No Title,
Arizona Silver Belt (Globe, Arizona),
March 22, 1884
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Too much water in the Gila river at San Carlos for teams to cross. Several wagons are on the east bank. It will be several days before the river is fordable. The road parallel with the San Carlos river, is in no condition for the passage of heavy wagons. Hank Carr left two of his wagons at San Carlos.

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Arizona Silver Belt (Globe, Arizona),
1899

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ended with loss of life.—Miner.

A telegram from Kansas City received in Albuquerque yesterday conveys the information that the contract for the building of the new narrow gauge railroad from Lordsburg, New Mexico, to Clifton, Arizona, has been let to William Garland and Joseph Hampson. Both of these men are well known in Albuquerque, each of them having done large amounts of work on the Atlantic and Pacific Railroad. When work is to be commenced, or how rapidly it is to be pushed, is not known. It will be the means of developing the country which it is to traverse very rapidly, and will bring to the attention of the outside world a wonderfully rich mining district.—Albuquerque Journal.

No Title,
Arizona Silver Belt, (Globe, Arizona),
January 30, 1886

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A Star representative, in conversation with Mr. Samuel Hughes, yesterday, learned that the recent floods which have swept down the Gila are not the first that has visited Arizona by any means. Mr. Hughes has been in Arizona for more than thirty years. He states that in 1868 a tremendous flood swept down the Gila river and covered nearly the entire site of the present Yuma. At Gila city, eighteen miles east of Yuma and for miles below and above the river covered the entire valley, and a forest of cottonwood trees, which was one of the attractions of the valley, was swept away—root and branch. The Santa Cruz and other rivers which empty into the Gila, were all running high, and so great was the snow and rainfall during that season and the two years following that the Santa Cruz flowed a surface stream from its source to the Gila during '68, '69 and '70, something unheard of since, as the stream is subterranean more than three-fourths of the length of the valley through which it flows. Mr. Hughes says that the present flood in the Gila is largely due to the fact that the snowfall in the upper tributaries of the Gila was quite heavy this season and the coming on of the warm rains caused it to melt suddenly, redoubling many times the rainfall. He thinks the rainfall during the present year will be unusually good.—Tucson Star.

No Title,
Arizona Weekly Citizen
September 28, 1883
Item #59

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THE ARIZONA SILVER BELT.

VOL. XIII. GLOBE, ARIZONA, SATURDAY, MARCH 14, 1891. NO. 50

THE ARIZONA SILVER BELT.

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—BY—

HACKNEY & HAMILL,

Editors and Proprietors

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Judge of First Judicial District—E. F. Ross.
Judge of Second Judicial District—Jos. H. Kibbey, Phoenix.
Judge of Third Judicial District—Henry Clay Gooding.

Gila County.

Judge of District Court—Jas. H. Kibbey.
Clerk of District Court—W. H. Dwyer.
Judge of Probate—F. W. Wormser.
Sheriff—J. H. Thompson.
Under Sheriff—George Pendarvis.
District Attorney—J. P. Meade.
Recorder—Chas. T. Martin.
Supervisors—Patrick Shanley, G. C. Tobin and J. W. Elliott.
Clerk of Board of Supervisors—Chas. T. Martin.
County Treasurer—J. W. Lewis.
Coroner——

Stages from Globe to the railroad at Willcox, every Monday and Saturday. Stewart's hack plants for Eastern passengers.

Mail closes at Post Office Globe, every Tuesday, Thursday and Saturday at 10 o'clock a. m. Mail arrives from Willcox on Tuesday, Thursday and Saturday at 5 o'clock p. m.

Post Office Department, Globe, Ariz., March 10, 1891.

Postmaster General Wanamaker, daily cost, .110 per mile; mail cost, transportation, ...

An investigation establishes very special cases, this year the contractor feel, that there has not been the slightest intention of free condition.

J. W. LARGENT.

PINAL Saw Mill.

From and after January 1st, the following will be the rates for Lumber delivered in Globe:

ROUGH LUMBER..... $20 00
DRESSED LUMBER..... 20 00
FLOORING—TONGUED and GROOVED..... 25 00
RUSTIC..... 25 00
SAWED SHINGLES..... 5 00
MINING TIMBERS—Special rates on application.

☞ KEEP ON HAND, and for sale,

Panel Doors, Screen Doors, Window Sashes, Etc.

M. W. DREMEN, Proprietor.

PIONEER Meat Market,

BEEF, PORK, VEAL, MUTTON and SAUSAGE.

A Share of the Public Patronage Solicited.

J. REDMAN, Proprietor.

Massacre ....IN.... PRICES.

Never had to do in the history of Globe was such a bright all new stock of goods sold at

Prices so Low

as to enable every one to dress neat and stylish with a small outlay of money

CHAMPION SALOON

...AND...

Billiard Parlors,

MAIN STREET, GLOBE,

WM. T. McNELLY,

PROPRIETOR.

Finest of Imported and Domestic Wines, Liquors and Cigars.

First-Class Club Room Attached.

Sole agents for the celebrated Schmidt & Co. Lager

BILLIARD AND POOL TABLES

☞ The Resort Resort for Gentlemen in the City.

FLORENCE and GLOBE STAGE LINE,

DAILY Service

Carrying U. S. Mail and Wells, Fargo & Co's. Express

Between FLORENCE & GLOBE.

STAGE leaves FLORENCE at 7 o'clock a. m. arrives in Globe 5 o'clock the following evening.

Leaves GLOBE at 8 o'clock a. m., arrives at Florence 12:30 p. m. Stage leaves Florence for Casa Grande at 2 o'clock p. m.

Connects at Casa Grande with stage for Maricopa and Phoenix.

4 Horse Coach every other day.

Office also at the store of E. F. Ballard & Co.

SIDNEY MOUTRIE, Proprietor.

GLOBE MEAT

Tempe and Globe Road.

(Herald, 9th.)

Ex-County Surveyor Breakenridge returned last night from a three weeks' reconnoissance of a wagon route from Tempe to Globe. A. J. Halbert, of Tempe, and Wm. Kimball, of Mesa, accompanied him. They were out in the two late rain storms, and came another mountain torrents like unto crossing a mill pond. In fact Surveyor Breakenridge says the manner in which his party landed on their feet after every hairbreadth escape, suggested feline studies quite frequently to his transitorial mind.

The survey was conducted with aneroid measurements only, and an accurate determination of route will require a month or six weeks. But Mr. Breakenridge is prepared to state that a feasible road can be built across the Superstition mountains with a grade of only 4 per cent, possibly less. This is easy enough to afford convenient freight transportation.

From Mesa City the line would run generally to the late George Marlow's ranch, 27 miles distance. Thence up Frazier canyon to the summit of Superstition mountains, and down West Pinto creek to Hackle's ranch, 35 miles. The route would then continue, passing through a low pass ten miles north of Pinal creek, until it strikes the Tonto basin road at a point 7 miles north of Globe, reaching the latter place at a distance of 21 miles from Horrell's ranch, or a total of say 95 miles to Phoenix.

There is little rock blasting to do most of the work being earth cuts, and the total cost of maintenance would not exceed $35,000 or $40,000. The raising of bridges, off the trail, prevented a more detailed survey being made at this time. It is possible, however, that the Tempe people agitating this proposition will shortly send Mr. Breakenridge out again for a thorough, final survey.

Some idea of the business done at Globe may be formed from the fact that 25 tons of coke alone are used daily. Freighters hauling this in from the railroad are guaranteed return loads of 50 per cent, or 20 tons of bullion. Then all the provisions, dry goods, hay, grain, produce and general supplies of the camp now thereafter to be hauled Mr. Breakenridge thinks a moderate estimate would show 25 to more tons on the road monthly.

The Florence road charges a toll of $2.50 for span and light buggy from Brigham's, 3 miles to Globe, which rate it may be conceded would be a fair charge of $1 per freight team from Tempe to Globe over a good road, would not be unreasonable. This would pay 2 per cent on the investment and

Flood Damages at Prescott.

(Journal Miner.)

The work of destruction commenced by the storm of last week seems to have been not only carried to completion by the present storm, but has been added to largely. At an early hour this morning the Chinese wash house on Granite street, near the ice factory, which was badly damaged last week was carried down stream by the irresistible rush of the water. About the same time a small dwelling house on the rear of the lot of Mrs. Akers, in West Prescott, together with her barn and wood-shed, the latter filled with wood, were undermined and carried down in the raging torrent, and serious inroads made into the lot, as well as the one adjoining owned by Mr. Geo. H. Curry.

With the washing away of the Chinese wash house the water had free sweep and commenced pouring over the bank of the creek into Granite street, rushing down that thoroughfare fully two feet deep and completely surrounding the property owned by Herman Stock. While everything that was possible was done to prevent the washing away of his house, everything movable in it was carried to a place of safety across the street.

Clark & Adams' boarding house at the saw-mill, in the north part of town was washed away about daylight with all its contents, and shortly afterward a large portion of their corral with two of their work oxen were washed down stream. Their loss is about $500.

J. G. Wagner's farm, in the north end of town, was also washed away.

About noon the creek overflowed its banks on Willis street and large stream of water poured down the street, inundating the residences of R. J. Caldwell, J. W. Fisher and others, threatening to carry them away, when five or six men were set to work constructing a levee to turn the water back into the creek, and succeeded in the work of saving the threatened property.

Mammoth Gold Mines, Limited.

At the annual meeting of the stockholders of this company held in London, 12th ult., it was reported that the capacity of the mill had been increased during the past year by the addition of 20 stamps, making 50 altogether. The company is making a bullion production of about $37,000 per month, of which 50 per cent is profit. The average grade of the ore crushed is about $14 per ton, and the cost of mining and milling about $6 per ton. The company was organized in August 1888. It owns holdings about 24 miles from Tucson. The 50-stamp mill is well equipped and has a capacity of crushing 100 tons of ore per day. Negotiations are now being made for the

How our Editors Serve the People and Earn Their Pay.

The Council after covering itself with glory in feminine minds by passing the woman's rights bill, was recessed in the end and reversed its action in somewhat precipitate haste. And this in spite of the fact that the body had been feelingly thanked by telegram from Mrs. L. C. Hughes, president of the Women's Christian Temperance Union of Arizona.

Considering the circumstances, it is not wonderful that a somewhat dazed appearance stole over the Council yesterday afternoon when the clerk read the following telegram:

PHILADELPHIA, March 4, 1891.

TO THE LEGISLATIVE COUNCIL, Phoenix, Arizona.—Earnest thanks from women's hearts. God bless you. Sec. Lake, second chapter, 16th verse.

FRANCES E. WILLARD.

Mr. Zulick stated that the dispatch be referred to a special committee of the gentlemen from the Northern District. Carried.

Mr. Baldwin was attentive to his duties, for a few minutes; later he arose and under the head of reports of special committees presented a report recommending that the telegram be spread upon the minutes with the name of C. Meyer Zulick substituted for that of St. Luke.

His report was adopted.

And it is with this sort of up-play that the mighty minds of solons are reviewed.—Republican.

Rubber Trees of the Amazon.

The forests of the Amazon, consisting mainly of hard wood, are not available for commercial requirements. The finest of rosewood and mahogany are used there for firewood. Even if there were a demand for the hardwood lumber at Para, it would not be logged and brought to market on a large scale, owing to the density of the woods and the lack of roads and clearings. The one tree which is a source of wealth in these immense forests is the rubber tree. It is found everywhere, from the low-lying delta opposite Para to the Tapajos, the Madeira, and the Negro, and probably thousands of miles beyond those great tributaries. In the interior roads are impracticable, and the rubber trees that are milked lie along the rivers, where the farms can be approached. The milk can only be drawn at certain levels of the river, for the trunks of the trees are often fifteen or twenty feet under water after the rainy seasons. When the conditions are favorable, the back of the trees is tapped and the milk drawn off in cups, to be coagulated and rolled together layer by layer like a snowball. It is then cooked or smoked over a fire made of sticks—a process that involves contraction by cooking and imparts elastic-

TERRITORIAL ITEMS.

Prescott has a cigar factory.

The damage at Clifton is estimated at $100,000.

Hon. E. W. Wells was sworn in as Judge of the Fourth Judicial District by Judge Kibbey on the 5th.

The Bulletin estimates the damage to the principal canals along the Gila in Graham county at from $5000 to $6000.

The university at Tucson now draws $15,000 per annum from the Territory and $28,000 from the General Government.

The President has directed the transfer of the Fort Lowell military reservation to the Interior Department for disposition under the law.

The drowning of a Mexican woman and five children in the Gila river near Solomonville, is reported. They attempted to cross the river on a raft.

The officers appointed for the new county of Cocanino are: Ralph Cameron, Sheriff; E. M. Doe, District Attorney; F. R. Nelle; J. F. Boggs, Supervisors.

The Herald places the damage by flood to the Maricopa & Phoenix railroad at $175,000. It will be several months before it is again in good running order.

Messrs. Halbert and Brown, of Tempe, have secured the mail and express contract from Phoenix, and have inaugurated a system of six-horse coaches by way of Tempe to the Gila river.

T. E. Parish yesterday introduced a bill paying $250 for Apache scalps. If this bill should become a law, President Harrison would put us on a reservation and declare us outlaws.—Gazette.

Four drunken Apache women were jailed in Tucson. They were in company of two soldiers, one of whom, Patrick McGinn, was arrested and held to answer on the charge of furnishing whisky to Indians.

The Journal-Miner is informed that every ranch in Walnut Grove was almost ruined by the flood, while in Kirkland and adjacent localities the land is covered with debris. Water in Kirkland stood 16 inches deep for 28 hours over the valley.

A correspondent of the Graham County Bulletin says the general impression prevails that throughout communication between the Southern Pacific and Clifton will not be re-established for two months. Meanwhile the copper mines and smelters at Clifton must remain idle.

Speaking of the damage done to the

Notes from San Carlos,
Arizona Silver Belt, (Globe, Arizona),
March 14, 1891

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Notes from San Carlos.

The road from Fort Thomas to San Carlos, much of the way, is through the river bottom, and I was given an opportunity to see how deep the water had been in the river bottoms. Drift wood was lodged in the mesquite and grease wood brush six and seven feet high, and in many places trees eight and ten feet high had been entirely covered. Many freight teams which had been started too soon after the water receded within its banks, are mired down.

Many of the Indian crops have been washed out along the Gila, while a few fields only escaped damage. Where the water simply covered the land without a current the crops are all right. The greatest loss to the Indian farmers was up the San Carlos river from the Agency, where the most prosperous and industrious Indians were located. Their crops are entirely gone, and there is not a dam left in the rivers.

Notes from San Carlos,
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is not a dam left in the rivers.

On Sunday at San Carlos "Snow Ball," one of the Indian scouts, who was returning here from Fort Bayard, was drowned in the Gila river while trying to cross it on a horse. He was a good swimmer but his horse bogged, and in plunging struck Snow Ball and evidently stunned him. He was fished out a short distance below. The Indian scouts at the Agency at once held a consultation about the funeral, and no little discussion was indulged in as to whether Snow Ball should be given an Apache or military burial. The funeral came off on Sunday, conducted by officers at the post, all the soldiers being present. All the blankets and arms of Snow Ball were gathered up, however, by his friends and pitched into the grave after the body had been lowered. —Editorial Cor. Graham Co. Bulletin.

Notes from San Carlos,
Arizona Silver Belt, (Globe, Arizona),
March 14, 1891
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Notice.

OFFICE OLD DOMINION COPPER MINING CO.,
GLOBE, A. T., August 11, 1885.

Notice is hereby given, that bids will be received at this office,

For the Transport of Ore

from the Old Globe Mine to the Company's Smelting Works, with a maximum capacity of One Hundred Tons per day, or so much of that quantity as may be required.

The bids to include transport through the main tunnel, from Mooney shaft station.

Bids will be opened on MONDAY, Aug. 24th,

at noon, and must come from responsible parties, the Company reserving the right to refuse any or all bids. Particulars at the office.

A. TRIPPEL, Superintendent.

aug. 18td

Notice of Ore Transportation,
Arizona Silver Belt (Globe, Arizona),
August 22, 1885

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Perils of the Land Journey,
Sandusky Registry,
June 13, 1849

The Daily Sanduskian.

EDITED, PRINTED AND PUBLISHED AT SANDUSKY CITY, ERIE COUNTY, OHIO, BY D. CAMPBELL & SONS.

VOLUME 2.] WEDNESDAY, JUNE 13, 1849. [NUMBER 44.

TERMS OF THE SANDUSKIAN.

Payment within three months	5 00
Payment after three months	6 00
Do. after six months	6 50
Do. after the expiration of the year	7 00
For six months	3 00
" three months	1 50
" one month	50

All subscriptions for less than one year, to be paid in advance.

Daily Advertising.

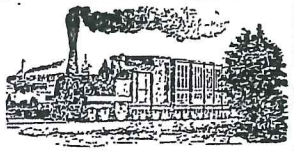
Per square, of sixteen lines, 50 cents for one insertion, and 10 cents for each subsequent insertion.

Half and quarter squares, at the same rates.

For one year, with the privilege of changing at the pleasure of the advertiser, per square..$12 00

Six months	8 00
Three months	5 00

Longer advertisements, by the year, upon the most reasonable terms.



BUSINESS DIRECTORY.

Dry Goods, Groceries, Crockery &c.

WILLIAM BURNET,
House Furnishing Store, No 11 East 5th street, Cincinnati.

ADAM MILLER,
Confectioner, and Manufacturer of Candies, and Dealer in Fruits, Nuts, Cigars, &c., Wholesale and retail, Columbus Avenue.

WHITNEY & BEERY,
Dealers in Staple and Fancy Dry Goods, Groceries, Boots and Shoes, Water street, Sandusky City.
J. B. WHITNEY, P. B. BEERY.

TAYLOR & LEE,
Dealers in Staple & Fancy Dry Goods, Groceries, Boots & Shoes: 17 No. 30 COMMERCIAL BUILDING, Water street, Sandusky City, Ohio.
J. W. TAYLOR. CHARLES LEE.

W. T. & A. K. WEST,

Cincinnati Advertisements.

WILLIAMS & McDERMUT,
Manufacturers and Importers of
PAPER HANGINGS,
AND DEALERS IN
WIDE CURTAIN PAPERS,
AND
TRANSPARENT SHADES,
MAIN STREET, ONE DOOR ABOVE PEARL STREET,
CINCINNATI, O.

N. B. BAND-BOXES FOR SALE.

JAMES JOHNSTON. J. WILSON JOHNSTON.
JAMES JOHNSTON & CO.
GROCERS AND COMMISSION MERchants, Nos. 47 & 49 Main, between Front and Columbia streets, Cincinnati, O.
Nov. 6.

SPORTSMAN'S WAREHOUSE.

W. L. HUDSON, Manufacturer of Hudson's celebrated TARGET and HUNTING RIFLES, and Importer of fine English Double and Single Barrel SHOT GUNS, POWDER FLASKS, SHOT-BELTS, GAME-BAGS, &c. &c.
Superior Target POWDER always on hand.
☞ Third st., between Main and Sycamore.
Nov. 6, 1848. *Cincinnati.*

LYON & SMITH, PLANE & EDGE TOOL MANUFACTURERS, and Wholesale Dealers in *HARDWARE, Cutlery* and *Mechanics' Tools*, 212 Main street, between 5th and sixth streets, Cincinnati.
Nov. 6, 1848.

C. S. BURDSAL & CO., Druggists, No. 228 Main street, *Cincinnati*, offer the following DRUGS, MEDICINES, PAINTS, DYE STUFFS, &c., at the lowest market prices:
800 oz. Sulph. Quinine; 5 bbls. Gum Camphor;
10 lbs. Hyd. Potass; 25 cases ref. Borax;
10 " Iodine; 25 boxes Castile Soap;
10 " Creasote; 22 kegs ref. Saltpetre;

Cincinnati Advertisements.

WE WOULD RESPECTFULLY call the attention of Country Merchants visiting our city, to the large and general assortment of Groceries, &c., on hand, consisting in part of

100	Hhds. N. O. Sugar;		
300	Bbls. " Molasses.		
150	Hf. bbls. " "		
1000	Bags Rio Coffee.		
200	Packages Y. H., Hyson, and G. P. Teas.		
300	Boxes Mo. and Va. Tobacco, ass'd.		

Nails, Window Glass, &c., &c.
All which are offered at the lowest cash rates.
JAMES JOHNSTON & CO.
Nos. 47 and 49 Main, bet. Front and Columbia sts., Cincinnati. [Nov. 6.

500 BAGS Rio Coffee; 100 hhds. N. O. Sugar; 200 bbls. N. O. Molasses.

40 bbls. Sugar House		do.	
100 " Loaf Sugar;		100 bush. Pea Nuts;	
50 " Crushed do.;		50 bbls. Almonds;	
50 " Pulverized do.;		50 " Brazil Nuts;	
350 boxes Mould Candles;		300 kegs Nails, ass'd;	
150 " Star do.		200 boxes Glass; "	
300 " Soap;		5000 lbs. Bar Lead;	
100 hf. chests Y. H. Tea;		5000 " Cotton Batting	
75 do. G. P. do.		100 boxes Starch;	
60 do. Imperial do.		300 reams Wrapping	
300 catties Y. H. do.		Paper; &c. &c.	
200 " G. P. do.			
150 " Imperial do.			

Just received and for sale by
BRUCE, STEINER & CO.,
S. W. corner Columbus and Sycamore sts.,
Nov. 18, 1848. (n21dtf) *Cincinnati.*

Cincinnati Advertisements.

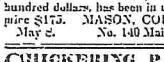
NEW WATCHES & JEWELRY.

THE subscriber has now on hand a splendid assortment of Watches, Jewelry and fancy goods, consisting in part of—
Gold and Silver Patent Lever, Duplex, Lepine and Vertical Watches, from the most celebrated makers: splendid Gold Guard and Vest Chains, Seals and Keys; Turquoise Pins, Bracelets, Ear Rings and Finger Rings; Diamond, Stone, Cameo, Coral, Box and Glass Pins and Bracelets; a great variety of clasps for braids, and Snaps and Tips, for necklaces and armlets; Ear Rings of all patterns; fine Stud Buttons; a large assortment of Miniature Cases and Lockets, of all sizes Gold Pen-holders and Pencils, extra heavy; every variety of Finger Rings.

Silver and Plated Ware, &c.

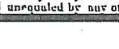
Fancy articles too numerous to particularize, all of which will be sold very low.
Purchasers are respectfully requested to call and examine the goods and prices.
All kinds of Clocks, Watches, Music Boxes and Jewelry repaired in the best manner.
☞ Old Gold and Silver bought or taken in exchange for goods. N. L. HAZEN.
Third store above Fourth on Main st., Cin.
May 8. Sign of Perifocal Spectacles.

EATON & KITTREDGE,



DUELING And other Pistols.

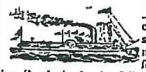
IMPORTERS of GUNS and Sporting Apparatus; Gunmaker's Materials, fishing Tackle, Pocket Cutlery, Dirks, Bowie Knives, &c.
☞ Agents for eastern POWDER.
Main street, between 5th and 6th.
Nov. 6, 1848. *Cincinnati, Ohio.*



STODDART PIANO.—We have in store a second hand Piano, made by Stoddart, Worcester & Dunham, of New York; cost originally nearly four hundred dollars, has been in use only a few years—price $175. MASON, COLBURN & CO.,
May 2. No. 140 Main street, Cincinnati.

CHICKERING PIANOS. We shall open this day two more of the genuine Chickering Pianos. For richness, volume and purity of tone, with strength and durability, they stand as they always have done wherever they are known, unequaled by any others whatever.

FOR CLEVELAND & BUFFALO.



EVERY Morning, (SUNDAYS excepted) at 8 o'clock the steamers Queen City, America and Saratoga, will form a regular line, leaving Sandusky in the following order:
QUEEN CITY, Capt. TRUE, Monday and Thursday.
AMERICA, Capt. HOWE, Tuesday and Friday.
SARATOGA, Capt. STANARD, Wednesday and Saturday.
These boats are all of the largest class, and will arrive in Buffalo in season for the fast train of cars for Albany, and after the first of May, passengers leaving Sandusky in those boats, will generally be able to arrive at New York in forty-six hours. The above boats run in connection with the Mad River & Lake Erie Rail Road.
E. F. OSBORN, Sup't.
Sandusky City, April 23, 1849. dtf

1849. 1849.
SANDUSKY AND BUFFALO.

THE STEAMER BUNKER HILL having been thoroughly overhauled and refitted, will run during the season of 1849, between SANDUSKY and BUFFALO, touching at Cleveland, only, as follows:
Leaves Sandusky every MONDAY and THURSDAY evenings, on the arrival of the Cars. Leaves Buffalo every WEDNESDAY and SATURDAY afternoons.
G. MORRIS, *Master.*
☞ Norwalk Money taken at par for fare.
Sandusky City, March 27, 1849. dtf

1849. 1849.
Buffalo, Sandusky & Toledo Line.

THE STEAMER G. P. GRIFFITH—Captain A. T. KINGMAN, will leave Buffalo every Monday, at 7 P. M.
Will leave Toledo every Thursday at 8 A. M.

STEAMER TROY—Capt. T. WILKISS,
Will leave Buffalo every Friday, at 7 P. M.
Will leave Toledo every Tuesday at 8 A. M.
The above boats will touch at Erie, Conneaut, Ashtabula, Fairport, Cleveland, Huron and Sandusky. For freight or passage, apply to
SEARS & GRIFFITH, Buffalo.

From the Buffalo Commercial Advertiser.

PERILS OF THE LAND JOURNEY.

Lieut. E. F. Beall, whose arrival at New York, as the bearer of dispatches from California, was announced a few days ago, was sent out to that country in November last with dispatches from our government to the U. S. officers in California and on the Pacific. He left Fort Leavenworth, in Missouri, on the 20th of November, with a command of western mounted men, all raw recruits, and a few adventurers. In the journey to Santa Fe, which was reached Christmas day, the party suffered severely from the cold and snow. Several of the men were frost-bitten, and disabled from farther service, and many of the mules perished. To such of the men as were unwilling to proceed, permission was given to remain, and seven did so.—Eight others were enlisted instead, and with this force Lieut. Beall started from Santa Fe on the 10th of January. The rout he took was a new one—new at least to Americans—and in traversing it the party experienced almost incredible difficulties and sufferings. Fortunately their journey was not marked by any such tragedy as made Fremont's expedition so mournfully memorable, but what was endured strikingly illustrates the perils of the rout. These perils were aggravated by the inclement season, but they must be great at every season.—We copy the following account from the Mobile Register, which paper derived its information from Lieut. Beall himself:

The Sierra de los Membres, a vast range of

Perils of the Land Journey,
Sandusky Registry,
June 13, 1849

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tion from Lieut. Beall himself:

The Sierra de los Membres, a vast range of lofty mountains, were enveloped in snow storms and the rout was most hazardous and oppressive. So intesne was the cold, that several mules were frozen to death, at night, even under tents, and covered with blankets. The fortitude of a number of the men failed, and a sergeant and six privates deserted. Of these, as well as of the seven who had previously left, no subsequent information has been received. They no doubt perished under the violence of the weather, or were assassinated by Indians who infested those regions.

Lieut. Beall now pressed on through indescribable difficulties, to the head waters of the Gila. Passing to the southern side, he followed the trail which winds in a zig-zag manner along the precipitous sides of the lofty mountains that prevail in this region. This section of country has been falsely said to furnish opportunities for a good road or roads to California. From Lieut. Beall's description, it is a continuance of the most rugged and inaccessible mountains, with vast gorges, peaks and declivities, covered perpetually with snow, and presenting barriers, to be passed only by incredible exertions.

Perils of the Land Journey,
Sandusky Registry,
June 13, 1849

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ible exertions.

No track for a wagon or any other vehicle, can ever be made along this rout. The men could only press along the ascents by the aid of their hands as well as their feet, and even the tenacious mountain mules were often precipitated from the declivities, and rolling down the extensive slopes, were crushed to pieces, and every bone broken, and even their saddles so destroyed that they could not be further used. This rout crosses the head waters of the Gila frequently, so as to avoid the barriers which constantly jut upon and overhang the stream. That river, in this portion of its extent, is not susceptible of even canoe navigation. Its current is of arrowy swiftness, shooting over rocky and irregular falls, with short serpentine windings, through narrow and dangerous *canones* that produce whirlpools and cascades, which would engulf any water craft entrusted to its control.

After descending the Gila to its confluence with the Colorado, and the latter stream to within fifty miles of the Gulf of California, Lieut. Beall and his little party struck out, northward, across the intervening desert, for San Francisco. This desert is very extensive and more barren than that of Sahara. The weather here was intensely hot, and greatly afflicted the men, who had been suffering amid the frosty rigors of the mountains, but now found themselves in an arid sandy region deprived of water, except such as they bore with them.

Perils of the Land Journey,
Sandusky Registry,
June 13, 1849

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Perils of the Land Journey,
Sandusky Registry,
June 13, 1849

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ved of water, except

them.

A travel of one hundred and twenty miles across the desert brought them again to an elevated range of mountains and the regions of the perpetual winter, where through a journey of eight hundred miles, they suffered greatly from the cold, and the difficulties of the rout, but, at length, on the 1st of April, arrived in sight of the welcome dwellings of San Francisco.

Gen. Persifer F. Smith, the governor, greeted the new comers with a hearty welcome; received the dispatches intended for himself, and forwarded the communications for Gen. Lane, in Oregon, by a speedy conveyance.

Lieut. Beall informs us that the rumor of a mutiny on the Ohio is without fonndation, as every thing was in a most perfect state of subordination on that vessel the night before he left. Gov. Smith having entrusted him with dispatches for our government, he took passage from San Francisco, on the 13th of April, on board the steamer Oregon, for Panama. The steamer touching at San Blas, and remaining

three days for fuel, he received information from a party of Mexicans who had been trading among the Indians, of the safe arrival in the country of Col. Fremont and party. That gallant officer had proceeded across the desert for San Francisco.

The rout pursued by Lieut. Beall had many difficulties from which others are exempt, but all that have yet been discovered, are terrible, and in the fall and winter, well nigh, if not absolutely impassable. Vast numbers who have taken this season what are regarded the most favorable routes, there is reason to fear will perish in consequence of the hazards incident to the journey; and the only compensation we shall have for such a deplorable result will be the conviction of the necessity of doing something at once to render communication with California safe and feasible. Even if the summer journey were free from danger, our communication should not be cut off for more than half a year.

Perils of the Land Journey,
Sandusky Registry,
June 13, 1849

Item #62

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RAGING WATERS.

GILA BEND, February 23.—The second suspension of traffic on the Southern Pacific railroad in Arizona occurred Saturday afternoon. The water from the Gila river overflowed the track at a point about thirty miles east of Yuma for a distance of four or five miles, causing considerable damage to the railroad and other property.

A thousand people in the valley of Salt river are homeless.

The heavy rains and floods in Arizona continue. Salt river, on which Phenix, the capital of the territory, is situated, has been on a rampage for two days. Yesterday it rose ten feet in an hour, and scores of adobe houses along the bank of the stream were washed away.

The branch railroad, thirty miles in length, running from Maricopa to Phenix, is totally wrecked, the track and bridges being washed away beyond possibility of repair. A courier from Phenix states that 2,000 people are driven from their homes, but no authentic cases of drowning are reported.

The Gila river overflowed the track of the Southern Pacific about thirty miles east of Yuma for several miles, but the extent of the washout is not yet known. The west-bound passenger, due in Los Angeles to-night, is held here, and the east-bound train, due at El Paso to-night, is tied up at Yuma. Three freight trains are also held here. Among the passengers on the west-bound train held here is ex-Mayor Grace of New York and a party of friends bound for California. One freight train here has materials for a new bridge across the Salinas river to replace the one washed out last week.

Raging Waters,
Mohave County Miner
(Mineral Park, Arizona),
February 28, 1891

Item #63

the one washed out last week.

The water last night flooded the pump works and is reported to be six feet higher than the great flood which resulted in the bursting of Walnut Grove dam last year. The Colorado river at Yuma threatens to submerge that town and the surrounding country. A large force of men are engaged to-day in building dikes to save the town if possible.

The latest reports from Yuma are to the effect that the water is still rising and the prospects to-night are for more rains. Such storms and floods in this section are entirely unprecedented at this season of the year. A construction train with a pile driver, ties and rails will go forward to-night to lay temporary tracks as soon as the water subsides, but to-night the prospects are very uncertain.

A Yuma dispatch of February 23 says that Yuma is entirely under water. The Gila river broke the levee at 4 o'clock yesterday. There has been $150,000 damage so far. Gus Lee was drowned in bed, and a large number of live stock were drowned. The river is still rising. If it continues it will entirely destroy the town. The railroad office is under water.

Dispatches of February 25 from Yuma say that that town is in hourly danger of being entirely washed away. The Gila river is rising at the rate of one foot per hour to the east of the town an was expected to reach there on the morning of the 26th. {No further reports have as yet been received as we go to press.

Raging Waters,
Mohave County Miner
(Mineral Park, Arizona),
February 28, 1891

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www.newspapers.com/image/#40696788

CIRCULATION TODAY, 3,200

SUNDAY EDITION

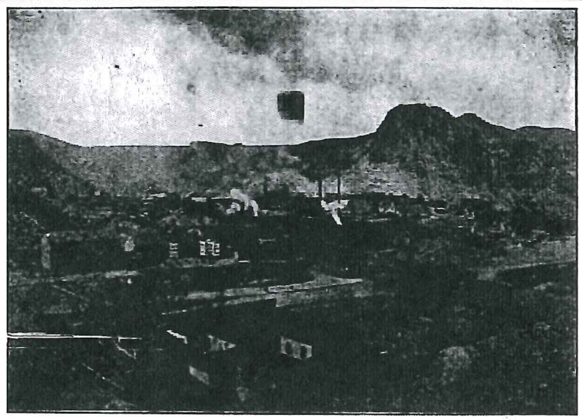
BISBEE DAILY REVIEW

MINING SECTION

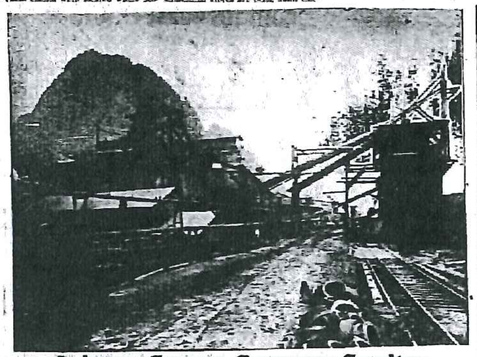
BISBEE, ARIZONA, SUNDAY MORNING, APRIL 14, 1907.

NO. 92

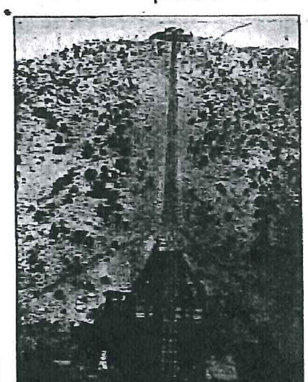
Clifton, a Great Camp Where Copper Was First Produced in Arizona



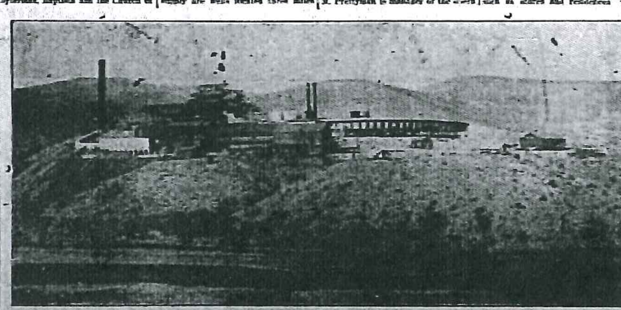
BIRDSEYE VIEW OF CLIFTON, ARIZONA.



Arizona Copper Company Smelter.



Longfellow Incline.



SHANNON SMELTER.

(Continued on Page Twelve.)

Railroads,
Bisbee Daily Review (Bisbee, Arizona),
April 14, 1907

Item #64

house, which has a seating capacity of 600.

Railroads.

The construction of the Arizona & New Mexico railway by the Arizona Copper company from Clifton to Lordsburg and Hachita, a distance of 109 miles, has brought Clifton in close touch with the outside world, and has proven, as all railroads do, a great developer of Clifton and this district. It transacts a large freight and passenger business. It traverses one of the most picturesque countries in the west, and is a road of scenic wonders. This same company owns and operates the Coronado road, which winds its way up Chase Creek a distance of eight miles, piercing the heart of the mineral belt where are located the principal mines of the Arizona Copper company and others. It skirts the bases of the numerous mountain spurs. The ores exposed on the various mountain tops are easily tapped by tunnels and gravity tram roads afford a cheap method of transportation between the mines and the railroad over which the ores are brought to the smelters at Clifton. The officers of the Arizona & New Mexico road are: President, James Colquhoun; A. T. Thomson, secretary and treasurer, and George Wagstaff, superintendent. The local agent is H. B. Burke.

Postoffice.

H. M. Watson, the popular postmaster of Clifton, who carefully guards the interests of Uncle Sam, reports an increase of postal receipts from $7055.78 in 1905 to $7196.40 in 1906. Domestic money orders issued in 1905 were 4972. In 1906 these had increased to 5773. International orders from 900 to 1095 in the same corresponding period of time.

Contemplated Improvements.

Local capitalists are organizing

Railroads,
Bisbee Daily Review (Bisbee, Arizona),
April 14, 1907

Item #64

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Result of Condemnation Suit... Road will be completed in the Early Future, Graham Guardian (Safford, Arizona) May 3, 1907

Item #65

www.newspapers.com/image/#42343613

The Graham Guardian.

THIRTEENTH YEAR | SAFFORD, GRAHAM COUNTY, ARIZONA, MAY 3, 1907. | NUMBER 149.

WEEKLY GRIND IN COURT

Climax Jim Secures a Continuance of His Case for the Term of Court—Wright Found Guilty of Manslaughter.

On Tuesday in the District court at Solomonville, Rufus Nephes, otherwise Climax Jim, succeeded in convincing the court that it would be difficult for him to secure the attendance of his witnesses at the present time and he was granted a continuance for the term. His bond was fixed at $2000, and he had not obtained sureties at last report. It will be a matter of regret to Sheriff Anderson that Climax was not tried and gotten out of the way as the forger is a very slippery prisoner.

The famous "tailings" case was heard before Judge Nave the past two days. The Shannon Copper Co. agreed to keep their tailings out of the water, and their same was withdrawn from the suit. A number of witnesses were examined, and important evidence was presented by George Olney, who produced in court a piece of the tailings which had become hardened and wedged in his dams. Other testimony was to the effect that the tailings damage the land and kill the fish.

A jury was empaneled in the Charles Wright case early this week, and the evidence presented. The jury retired Tuesday at 10 a. m., and remained out thirty eight hours. Wright was charged with killing a Mexican at Morenci, but claimed self defense. At the first the jurors were four for murder, one for acquittal, the others for manslaughter. All finally agreed on a verdict of manslaughter, and sentence was set for yesterday at 2 p. m.

Judge Nave sentenced him to ten years in the territorial prison.

The jury was as follows: Walter Trescanle, F. R. Van Biber, A. J. Kempton, Henry Clifford, Ben Smith, Alfred Bishop, C. J. Nelson, Wm. Hilderan, D. A. Upchurch, H. P. Blair, W. H. Dallas, Wm. Burbo.

The following business was transacted during the week:

James L. Alexander, assault, dismissed.

George High, attempted rape, acquitted.

Chas Kelley, perjury; dismissed.

Carabajal vs. Carabajal; divorce granted.

Mattie Baggs vs. Henry T. Baggs; divorce granted.

Rio Chy Mining Company vs. W. A. Johnston; injunction granted.

The following have been taken to the penitentiary:

Alejo Rojas, plead guilty to robbery, sentenced to serve not less than five years.

Loreto Masse, an accomplice of Rojas, same sentence.

John Burton pleaded guilty of horse stealing and given a one year sentence.

Pasquel Torres, guilty of burglary, one year.

Tomas Jaime, life sentence for the crime of murder.

The petit jurors were excused from further service Wednesday.

It is expected the court will adjourn Saturday evening.

Home from College.

Dr. Newton Stratton returned from Dallas, Texas, Wednesday, where he attended medical college during the past year. Dr. Strat ton graduated with high honors, and was also appointed to an important position in the college.

Dr. Stratton is a studious and learned young gentleman, and has made the most of every opportunity. He will establish an office in Safford and has already begun to practice, having gone to Solomonville on an important case Thursday morning.

Mr. Davis has arrived from Clifton to accept the position of book keeper at the Cyclone store.

CLOSING OF THE EIGHTH GRADE

Program of Exercises to Be Rendered at Todd's Hall Wednesday Evening May 8th

Following are graduating exercises of the Safford 8th grade at Todd's hall, Wednesday, May 8th, at 8 p. m.

Opening, Welcome Song—Class Invocation—Rev. Hawley.

Salutatory—Cirde Ijuna.

Essay, "Opportunity"—Ada Thorstenson.

Essay, "Labor Opens the Gate"—Emma Zabel.

Class Poem, "Go on Building"—Beulah Waddill.

Instrumental Music—Mrs. W. K. Dial.

Oration, "Arizona"—Pompey Jaime.

Class History—Kate Fonda.

Class Prophecy—Nellie Perkins.

Valedictory, "Ideals and Realities"—Lavela Waddill.

Instrumental Duet—Mildred and Blanche Birdno.

Address—Pres Kimball.

Presentation of Diplomas—Supt. A. R. Lyneh.

Class Song.

Benediction—Rev. Wardlaw.

STABBING AFFRAY

Wayne Parsley the Victim of a Mexican's Knife, But no Serious Damage Was Done

Last Sunday evening at the Railroad saloon, Wayne Parsley and two or three Mex cans were muffing together in a friendly way, when the brother of one of those engaged suddenly entered into the affair with deadly earnestness. He was standing behind the party wrestling, watching the progress of the affair and presently decided that his brother was getting the worst of the playful affray. He drew a knife and made a Victorio lunge at Parsley, striking him in the back near the thigh. The blade penetrated the flesh an inch or two, and the wound began bleeding profusely. Parsley was cared for by the bystanders, and for a time it was feared that he was seriously hurt. However, after receiving medical attention he felt much better and was able to be around Monday.

The Mexican who did the stabbing, and whose name is Cruz, disappeared immediately after the stabbing. It is believed he has gone to Mexico.

Golden Wedding Day

The fiftieth anniversary of the wedding of Mr. and Mrs. Joseph Cluff was celebrated last Sunday, April 28. Forty-two children and grand children and a number of other relatives and friends assembled, and the occasion was much enjoyed, with refreshments, music, tennis matches, etc. Till a late hour. Mr. Cluff was the first Mormon to come to the Gila river to settle, having arrived here Jan. 11, 1849, and has lived here ever since. He has been prominent in religious, political and industrial circles, and has joined in every movement for the development of the country, as well as being an uncompromising democrat. THE GRAHAM wishes Mr. Cluff and his estimable wife another fifty years of happy wedded life.

Important Purchase

The Lone Star Co. have bought the Iron Chief claim from Jess Wessler, giving them a total of 60 claims. The Lone Star is now down 350 feet, and Supt. Spaulding reports a very bright outlook for these properties.

Dr. Warner and wife arrived in Los Angeles last Friday and at once obtained expert medical treatment for the doctor's eyes.

A BUSINESS LUXURY

A CHECKING-ACCOUNT is a business necessity; and he who tries to get along without one is at great disadvantage.

It is not required that a person should have a large bulk of business in order to open an account.

Professional men, farmers, and even many women, are running checking-accounts. If you have never done business in this way, and are not familiar with the plan, come to us and we will get you started.

GRAHAM COUNTY STATE BANK,
Thatcher, Arizona.

DR W S PLATT, President — R M A. McNITT, Vice President
J. P. LEE, Cashier — M Lock ALLRED, Asst's Cashier

LONG FLUME TO BE BUILT.

Great Undertaking to Expedite the Marketing of Lumber from Cluff's Saw Mill on Mt. Graham.

Work was begun this week on a flume eight miles long, from Cluff's mill down to the railroad, by the Mt. Graham Lumber Company. This large undertaking was begun some years ago but circumstances prevented its completion at that time. The flume will cost $20,000 and it is expected to complete it sometime during the summer. Every available mechanic has been obtained and sent to the scene of action this week.

A Visitor from Bowie

H. B. Hindman, proprietor of the hotel at Bowie, was in Safford on business, Wednesday. He reports that the people of that town are looking forward to a rapid growth of that town if the railroad gets in the proposed shops, but they have heard so much boom talk during the past four years that they are now more prone to believe their eyes than their ears. Mr. Hindman states that authorities claim there is a good artesian formation around Bowie, and if this be true, ample water supply would be available for a large population.

Arizona Day at Venice.

The following letter has been sent to Governor Kibbey from Venice, Cal:

The Venice chamber of commerce cordially invites you and the people of Arizona to hold a meeting in the Venice of America, during the present summer, for the purpose of promoting our common interests and especially to prepare a campaign for the admission of Arizona, with all of her grandly diversified and magnificent resources, into the union of the United States, on an equal number in the National Councils. We invite you to select your own time and program.

We are authorized to offer you the use of the great Venice Auditorium for your meeting and also one of the large pavilions for an exposition of the resources of Arizona, should your people desire to avail themselves of the opportunity. Venice is something of your wealth and merits.

The Venice of America Royal Italian Band will be placed at your disposition. By a timely notice, we can arrange for rates in the Venice Villa and Tent City, the finest and most perfectly sanitary villa and tent city in the world. We will rather guarantee special attractions in the way of the highest grade of music, in displays of pyrotechnics, electric illuminations, etc.

The interests of Arizona and of Southern California in mines and mining, in the use, conservation and development of water for irrigation, in the protection with full and reasonable use of our forested mountains and waterfalls, in the fair, efficient and just control and management of our public highways, in the defence of our borders and the national boundary on land and sea and, for these great and important interests, in a fair and full representation in the Senate and Councils of the Country, are one and the same.

We know you now and glory in your progress and believe in your future. We want to know you better.

All of Southern California is for Arizona, as a State in the Union. The Atlantic seaboard has thirty Senators to represent it in the council of the Nation, the Pacific Coast has but six. Our result at this is, no mail route by sea to any foreign shore from Southern California and absolutely no defense for the Southern California coast against foreign aggression. We have no provision made for us and you either, to make foreign commerce and friends, and to guard against foreign attacks and enemies. You can help us and we can help you.

We cordially invite you to visit us and join in all Arizona and Southern California good hearty hand clasp. LYMAN E. BLAKEY

Wedding Bells

Announcement is made that Miss Lenore Mae McLaughlin, daughter of Mr. and Mrs. B. W. McLaughlin of Safford, will be married to Paul Clarence W. B. Lusk, at the M. E. church, on Saturday, May 11, at 8 a. m., Rev. Hawley officiating. The couple will go to Mexico City on a wedding tour and will spend the summer at the groom's home at Silver City, N. M. The bride is the charming young lady who has presided at the post office window so pleasantly for some time past, and the groom was the efficient principal of the Safford schools during the past year.

RESULT OF CONDEMNATION SUIT

Jury Fixes Damages at $850 and Road Will be Completed in the Early Future

One of the most interesting civil suits in court this term was the condemnation proceedings brought by Del M. Potter on behalf of the Clifton Northern Railroad Co., for a right of way along the river bank in North Clifton.

The railroad company was organized last fall by Mr. Potter for the purpose of hauling the ores from the mines on the eastern slope of the Clifton Morenci district to the smelters. Its completion will be of immense benefit to a large and very rich mineral region. It will furnish transportation for the ores of the New England, Polaris, Stars de Oro, Gold and Ohio, Marlboro and many other companies. This district is very rich in mineral and a number of mines are well developed, in fact the New England company has found it necessary to build a tramway four miles, to the upper end of North Clifton over which to transport its ores, from which point the ore is hauled by wagon nearly a mile. This will not be necessary when the new road is completed.

When Mr. Potter attempted to secure a right of way along the river bank through North Clifton the aggregate amount asked was $12,000. This he refused to pay, claiming that the road would be a protection to the property rather than a damage, as the building of the road bed would confine the water of the river to its channel. As an settlement could be effected Mr. Potter brought condemnation suit, with Wilbur E. Jones as his attorney. Fielder & Fielder, Upton and Kearney represented the other side.

After all the evidence had been taken Mr. Potter offered to pay all expenses if the court would per mit him to go on the ground and view the ground. This prayer was granted and on Saturday the party, with Judge Greene as master at arms, went to Clifton, returning on Monday. In a short time after returning, a verdict for damages in the amount of $850 was returned. The jury was composed of the following gentlemen: A J. Owens, H. L. Sandell, E. A. Curtis, H. P. Combs, S. P. Jinkens, E. E. Scoville, E. W. Dudley, G. W. Quinn, H. P. Cluff, C. R. Clark, O. M. Allen, Geo. B. Gamble.

Entertained the Band.

Safford's talented brass band boys were the guests of several very pleasant parties during the past few days. On Saturday evening they were entertained royally by Mrs. Brickenhof at the Traugber hotel, and a large audience assembled to listen to the music. On Tuesday evening they were entertained at the residences of Mr. and Mrs J. R. Weiker, where delicious refreshments were served. On Wednesday evening they serenaded various places throughout town.

The band is producing some excellent music these days, and the members are deserving of the highest praise and encouragement for their efforts in a musical way. Following are the officers, members and instruments of the band: George P. Jacobson, president, also W. M. Clayton, secretary and treasurer, trombone leader; Charles Faulkner, leader, E flat Kempton, baritone; Sylvester Tribbets, tuba; J. C. Lind, trombone; Joseph Bingham base drum; A. C. Turner, snare drum.

A Stranger in a Strange Land.

Some weeks ago a young lady, Miss Markovitz, left her home in Roumania to join her uncle, Mr Markovitz, who lives in the eastern belt near Safford. She arrived near Bowie last Friday night and states that the conductor put her off on the train in the middle of the night. When daylight came she made her way to Bowie, where she showed her ticket and was put on the train to Safford. She was unable to speak English but the agent at the depot took her to Charles Solomon who in turn took her to Mrs. Mashkin, and she was overjoyed to find that the latter lady could speak her language. She was soon safely ensconced in her uncle's home, where she will now reside.

Moving to Nat's Place

We are removing to Nat's Place, the well known old saloon on Main street, where will be found after May 8, 1907. We will dispense the finest wines, liquors and cigars as usual at our new stand and will be pleased to serve all our old customers and many new ones.

LOGOLLA & CARDENAS,
Safford, Arizona.

NOTES OF THE COURT HOUSE

Large Sum Collected by Sheriff Anderson Under the New Liquor License Law

Sheriff Anderson has collected up to date about $8,000 in liquor licenses in Graham county. Practically every saloon in the county has paid and every few days find a cut of business by the new measure.

Martin Martinez was arrested at Clifton, Saturday, on the charge of stolen pipe, a bench warrant having been issued for him by Judge Nave. He was indicted by the recent grand jury. He was brought to Solomonville Monday and placed in the county jail.

The execution of Charles Baldwin has been postponed, pending appeal to the state supreme court. Sheriff Anderson therefore escapes a disagreeable duty next Monday.

Improved Service

M. E Webster, who recently arrived here from Tucson, has begun to repair the telephone wires, bells and other paraphernalia, in dead earnest, and the result is a considerable improved service, tones being already more distinct over the wires. He asks that it be the intention of the company to place the line and machinery in first class condition, and to install a better service in Globe.

While on this subject, THE GRAHAM NEWS wishes to doff its cap to the various telephone operators of the valley, Misses Jean Johnson of Solomonville, Emma Freeman of Safford, Della Carrie of Thatcher, and Ethel Holladay of Pima. For genuine courtesy, promptness and an obliging disposition, we will stake them against any telephone quartette in the land.

Lodge Notes

The Odd Fellows of Safford have several candidates awaiting initiation, and the outlook is good for a rapid growth of the order.

The members are still talking of the spirightly and successful manner in which the celebration conducted by Members Hugh Bunch, Kennedy, Pearson and Miller, as the party held by the lodge. Among those who attended the party were Messrs and Mesdames Dunlap, Reynolds, Pearson, Harris, Hugh Bunch, O'Bryan, Wilson, Francis, Gammage, Simms, Schroeder; Mrs. T. S. Bunch, Mrs Foster, Judge Shirley, Messrs Duncan, Peter Andrason, Cavness, Roe Smith, Wenzer Brier, Jesse Foster; Misses Margaret Robinson, Lamont, Maggie McLaughlin, Willie Hinger, Elsie Swanger, and others.

Forestry Service Notes.

Supervisor Harold Marshall returned from Globe Tuesday, where he closed up the office, removing the effects to Safford. The affairs of the Final National Forest will in future be directed from here, it being found undesirable to maintain the expense of an office at Globe.

Mr. Marshall is under instructions to go to Washington June 1 to familiarize himself with the work in the department offices.

Inspector G. H. Hatton left Safford Wednesday to look over the Mt. Graham Forest, being accompanied by Ranger Birdno.

Latest Notes of the Celebration

As stated elsewhere, a grand celebration of the Fourth of July is being arranged to be held in Safford. Petitions for funds are now out and it is to be hoped there will be a generous response. There will be a big parade in the morning, led by the brass band. There will be literary and musical exercises and an old fashioned barbecue. In the afternoon the features will be a horse and other live stock show, ball game, races, and many sports and novel events.

Prizes will be given for the best horses, stock, etc., and this feature will be an attractive one.

Safe in San Francisco.

Ed Loeffler writes that himself and wife are comfortably domiciled in San Francisco. He has opened a carpenter shop and says there is ten times more work than men. He says: "There is an immense amount of work here and nobody has an idea what it is like until actually seen. The greatest difficulty is to get suitable quarters as rent is outrageously high. Between working and night seeing we have been very busy but have enjoyed ourselves very much."

Card of Thanks

We wish to return our heartfelt gratitude to the many kind friends who so generously tendered their aid and sympathy during the illness and after the death of our late beloved husband and father.

MRS. C. R. FREEMAN AND FAMILY.

You Work Hard For Your Money

But when you get it, how much attention do you give to the care of it? It is the proper care of your income that counts for future prosperity.

Do you realize how nicely a checking account will systematize your financial affairs? How much more money it pays back a check account than it costs monthly? What it is worth to you to be able to look back over your expenses instantly and know just where your money goes? How you know how much you must save to meet an emergency? How a check account puts fickle luck in your control? How it makes you a business man? How it gives you a business character and a business rank on you, you will find it a convenience as well as a really helpful?

THE BANK of SAFFORD.
SAFFORD, ARIZONA
RESPONSIBILITY OVER $100,000

J. N. FORSTER, Pres't. J. N. DONNELLY, Vice Pres't. H. S. DUNLAP, Cashier

LOCAL NEWS OF THE WEEK.

Vast quantities of hay are being shipped out of the valley.

Keg beer at the Palace saloon. T-tf

Local dealers report heavy sales of harvesting machinery.

J. N. Robinson has returned from an outing to the Chiricahua district.

The children of Mr. Swift are quite ill with the measles.

The big oil well near Safford is now down 700 feet.

C. Musgrave of Globe was in town on business Wednesday.

Mrs. S. C. Kay left this week for Boulder, Colorado, to reside.

It is reported that Marill Sauer of the Chiricahua ranch is very ill.

The Baptist Sunday school will have an outing in the near future.

Misses Mildred and Jessie Birdno spent May Day with relatives in Thatcher.

G. C. and Ed Berry of Nacozari, formerly of Safford, are visiting here.

Dr. Bell is in Los Angeles this week, for the purpose of buying a valuable stallion.

Mr. W. R. Rhoades has been appointed school census marshal for Safford.

J. E. Norton, territorial veterinary surgeon, is here this week inspecting horses.

John W. Prunt, a prominent cattle buyer of Denver, was a guest at the Jones hotel this week.

Harley Martin, manager of the Chiricahua cattle ranch, is in town driving cowboys to assist in shipping stock.

Sheriff Anderson, wife and son and Mrs. Sarah Patterson were visitors from Solomonville yesterday.

Mrs. Ella Cleff Birdno, president of the T. W. M. I. A. of Layton, Utah, and the members of the association Tuesday, very pleasantly.

Prof. W. M. Clayton contemplates removing to Clifton to reside, having been offered a good position there.

Al Curtis, formerly of Safford, writes from Lewiston, Utah, that he is all prosperous up there but nearly frozen.

"At the Methodist church this evening, Rev. Hawley will deliver an address on "The Holy City," illustrated by stereoptican views.

Mrs. J. S. Porter and daughter, Miss Stella, left yesterday for their home in Hillsboro, Texas, after a month's visit in Globe. Mr. Porter accompanied them as far as Bowie.—Bell.

An effort is being made to secure low rates from Safford for the Confederate reunion and Jamestown exposition. Announcement of the rate will be made as soon as definite information is received.

E. M. Hurd, cashier of the Gila Valley Bank & Trust company, returned last evening from Bowie, where he accompanied his wife and child, who are on their way east to spend the summer.—Bell.

The movement to build an opera house is gaining great momentum. Wilber Ijuna has given free a site on the corner opposite the Jones hotel. It is practically assured that the structure will be erected.

O. M. Williams brought to our office yesterday a stalk of oats over seven feet high, grown in the artesian belt, and which proves that this valley beats the world when it comes to oats.

Don't forget the ice cream social at the Methodist church Saturday evening. Ice cream and cake will be served from 7 to 10 at 15 cents per dish. The ladies will also have on sale a number of fancy and useful articles at moderate prices. Come, everybody, and have a good time.

The Gila Valley Bank & Trust Co.
Solomonville, Arizona.
CAPITAL AND SURPLUS $100,000

We Solicit the Accounts of Firms, Corporations and Individuals.

DIRECTORS:
D. W. Wickersham — I. E. Solomon — C. E. Hills
Ph. Freudenthal — C. A. Kennedy — T. A. Pascoe
H. S. VanOrder — A. T. Thomson — E. D. Richetts

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RESULT OF CONDEMNATION SUIT

Jury Fixes Damages at $850 and Road Will be Completed in the Early Future

One of the most interesting civil suits in court this term was the condemnation proceedings brought by Del M. Potter on behalf of the Clifton Northern Railroad Co., for a right of way along the river bank in North Clifton.

The railroad company was organized last fall by Mr. Potter for the purpose of hauling the ore from the mines on the eastern slope of the Clifton-Morenci district to the smelters. Its completion will be of immense benefit to a large and very rich mineral region. It will furnish transportation for the ores of the New England, Polaris, Siera de Oro, Gold and Ohir, Markeen and many other companies This district is very rich in mineral and a number of mines are well developed, in fact the New England company has found it necessary to build a tramway four miles, to the upper end of North Clifton over which to transport its ore, from which point the ore is hauled by wagon nearly a mile. This will not be necessary when the new road is completed.

When Mr. Potter attempted to secure a right of way along the river bank through North Clifton the aggregate amount asked was $12,000 This he refused to pay, claiming that the road would be a protection to the property rather than a damage, as the building of the road bed would confine the water of the river to its channel. As no settlement could be effected Mr. Potter brought condemnation suit, with Wiley E. Jones as his attorney Fielder & Fielder, Upton and Kearney represented the other side.

After all the evidence had been taken Mr. Potter offered to pay all expenses if the court would permit the jury to go to Clifton and view the ground. This prayer was granted and on Saturday the jury, with Luther Green as master-at-arms, went to Clifton, returning on Monday. In a short time after returning, a verdict for damages amounting to about $850 was returned. The jury was composed of the following gentlemen: A J Owens, H. L. Smith, E. A. Curtis, H. P. Combs, S. P. Jinkens, E. E. Montierth, E. W. Dudley, G. W. Quinn, B. F. Cluff, C. B. Clark, O. M. Allen, Geo. B. Gamble.

Result of Condemnation Suit... Road will be completed in the Early Future, Graham Guardian (Safford, Arizona) May 3, 1907

Item #65

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Printed on May 20, 2014

SAN CARLOS ITEMS.

[Correspondence of the SILVER BELT.]

The roads are reported in bad condition for travel. The Globe stage arrives on time, but the Thomas stage is generally late.

D. R. Williamson, who is a great lover of horses, at last has obtained a genuine Kentucky thoroughbred, and one of the finest horses in this country.

Mr. Carl Hagen, Hospital Steward, has been granted six months leave of absence. Mr. Hagen will utilize four months of the time by taking a course of lectures at the Medical College at Louisville, Ky.

Deputy U. S. Marshal Dunavan leaves San Carlos on Friday (Jan. 10th) for Tucson, with William B. Robinson private G Company 24th Infantry, a prisoner who is charged with selling whiskey to the Indians.

San Carlos Items,
Arizona Silver Belt (Globe, Arizona)
January 11, 1890
Item #66

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The Gila River is very high at this place; teams with freight are unable to cross. The rainfall as ascertained from C. W. Ling, observer of signal corps, has been for this month up to date (9th) more than his records show for January during the past four years.

The trial of the murderers of William Fleming, a soldier of E Troop, 10th Cavalry, who was killed here last summer, is set for Jan. 20th, at Phœnix. Dr. E. M. Mann and a few others are subpœnaed from here. Most of the witnesses are at Apache, where E Troop is now stationed.

Mr. Carl Hyldahl, Chief Clerk at Agency, has brought his wife down from his ranch near Fort Thomas and is now cosily fixed in his quarters. Mr. Hyldahl was married only a few weeks ago to Mrs. Dominga Elliot, and we wish him and his bride a long and happy life.

An effort is to be made to shorten

San Carlos Items,
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An effort is to be made to shorten the distance between San Carlos and Willcox by constructing a road through Arivaipa canyon which will, it is claimed, cut off about 35 miles, making the distance from Globe to Willcox one hundred miles—the same as to Tucson. This may be further shortened by making a road over what is now known as the trail, between Globe and San Carlos, that will enable freight teams to pass over it. The Interior Department has been interested in the project, and the assistance of citizens of Willcox and Globe and other parties who would be benefited, will be enlisted to accomplish the work. Those who have investigated the matter believe it feasible, and, certainly, it would be of great benefit to Globe, and should receive the support of our business men.

San Carlos Items,
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We learn from San Carlos and Riverside that the Gila at those places is not fordable. Hence it is that we may expect a temporary interruption in the supply of coke from Willcox. The mail due Thursday, via Riverside, arrived in Globe on pack animals. Inasmuch as the Gila is a long stream, taking its rise in New Mexico near the Rio Grande, we can not expect a subsidence of the flood, if the rain was general, for many days, and never having attended a guessing school we will not attempt to fix the date of the arrival of a dove with an olive twig in its bill, as a token of dry land some where. We, however, entertain the belief that it will not be long before the wing of the messenger bird will cleave the ambient air.

San Carlos Items,
Arizona Silver Belt (Globe, Arizona)
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Snow Melts, Rivers Fall: Salt and Gila Both Going Down from Flood,
Los Angeles Times,
February 11, 1907
Item #67

ARIZONA.

SNOW MELTS, RIVERS FALL.

Salt and Gila Both Going Down from Flood.

Preparations to Rebuild the Arizona Canal Dam.

Reclamation Service Proposes to Maintain It.

[SPECIAL CORRESPONDENCE OF THE TIMES.]

PHOENIX (Ariz.) Feb. 8—Though warmer weather is melting the snow in the mountains, the Salt and Gila Rivers are falling from their flood height of January. The contractors on the Roosevelt storage dam evidently believe weather conditions well settled, for preparations are being made for the construction of concrete coffer dams, to take the place of the timber structures that have been washed away so often the past winter.

Preparations are being made for the rebuilding of the temporary diversion dam of the Arizona Canal on Salt River, a short distance below the mouth of the Verde. Engineer Hill of the Reclamation Service has announced that after the dam has been built it will be maintained by his forces, as useful for the diversion of water which otherwise would impede the work of building the permanent diversion dam for the valley's canals at Grapite Reef, a couple of miles below.

It is believed that all the lower-lying canals on the north side of the river will join with the Arizona in the expense of replacing the temporary dam, as a measure that will be cheaper than the replacement of the lower dams swept away by the winter floods. Within a year it is expected that all will be supplied from the new Granite Reef structure, on which work is now well under way.

WHERE GOES ESPEE?

Though the Southern Pacific has surveyed a line westward from Phoenix, through Buckeye, to a junction with its present road east of Yuma and has purchased a large acreage in and near Phoenix, apparently for rights of way, shops and yards, there is a fear locally that Phoenix may for a while be left sidetracked, after all. For the past week a Southern Pacific surveying party has been working in the vicinity of Florence, laying out a line from the Buttes, on the Gila, twelve miles east of Florence, westward through the town, passing the famous Casa Grande ruins and ending at Maricopa station on the main line.

No topographical difficulties have been encountered and the route would be a notably short cut for the proposed Gila Valley line, from Bowie via San Carlos, much shorter than the present bend southward through Benson and Tucson. It would still leave, however, the bad grades of the present road over Estrella hill, east of Gila Bend, and over Mohawk Hill, east of Yuma, bits that would be avoided by the practically level route through Phoenix and Buckeye.

Daily automobile service is to replace stages on the twenty-eight-mile road between Florence station on the Phoenix and Eastern railroad and the prosperous camp of Superior. A large machine, shipped from Los Angeles, has made its trial trips over the road, with satisfaction to the owners.

TREK OF THE GAMBLERS.

Though gambling has been prohibited in Phoenix, it will be two months before its prohibition will become general in the Territory. Many of the

tion as a man, left a considerable estate of personal property in Phoenix and Chicago. In her effects was found the draft of a will wherein the property was left to her "wife" in Chicago and to an alleged son. But the document was without a signature and no other will has been found. De Raylan's naturalization as an American citizen has been pronounced void, because of false representations concerning the sex of the applicant. Hence the Russian consulate at Chicago, considering the woman as still a Russian subject, has taken up the settlement of the estate and has written the local authorities for a list of the effects and valuables here held.

Shakespearean programme at that institution this evening. Mrs. Bosworth will leave tomorrow for Los Angeles, there to resume her place with the Belasco company. The Bosworths claim Tempe as their place of winter residence, Mr. Bosworth improving the time spent off the boards in painting. A number of his oil colors of Arizona scenery are of notable excellence.

Dr. J E Bulgin, an evangelist who lately closed a meeting of five weeks at Long Beach, Cal., will be in Phoenix for a week or more at the Central Methodist Church, beginning March 17.

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gamblers of the city have started already for Nevada, to new pastures, but a remnant of the fraternity has opened up a resort just outside the city limits, where faro, roulette and craps may be found by the gamblesome till the last day of March. But no alcoholic liquors are to be sold on the place, owing to local option restrictions that would be difficult to evade.

The directors of the Arizona Club, whereof Chief Justice Edward Kent is president, has seen fit to emphasize the municipal and Territorial statutes against gambling by a decree that expulsion shall be the lot of the member who seeks to profane the precincts of the club by indulgence in any game that is played for stakes of whatever value or nature

LINCOLN DAY EVENT.

An important event, embracing both social and political features, will be a banquet at the Hotel Adams celebrating Lincoln's birthday, February 12 The hosts of the evening will be the Republican members of the Legislature, the arrangements having been placed in charge of Chief Clerk George A. Mauk of the Council Five hundred invitations have been issued, not limited to Republicans, however, and including the ladies as well. Gov. Kibbey and Chief Justice Kent will be among the speakers and the invitation list is supposed to have been made up with a view toward bringing together the most notable men of the Territory. The Kentuckians of this locality will celebrate Lincoln Day on their own account by a picnic at the Territorial Fair Grounds

SPANISH-AMERICANS

The sixth biennial convention of the Spanish-American Alliance was held last week in Florence, with representatives present from twenty-three of the twenty-six lodges of the order. Samuel Brown was reelected president and J C. Merino of Tucson secretary. The next session of the alliance will be held in El Paso, Tex., three years hence The order was founded in Tucson twelve years ago by C I. Velasco. It now has a membership of 1200, mainly in Arizona, though subordinate lodges have been established in California New Mexico, Texas and Sonora, Mex. Its financial condition is reported to be solid all claims having been promptly met. The alliance pays $100 benefit upon the death of a member, direct assessments being limited to $12 a year Nearly all the members are of Mexican ancestry

PAYS OLD POLICY.

It is believed that the oldest life-insurance policy in America was paid in Phoenix a few days ago to the estate of G A Libbey. It was issued to Libbey April 8 1867 by the Mutual Life Insurance Company of the State of Wisconsin a corporation that passed out of existence years ago its policies being transferred to the Northwestern Insurance Company, from which [illegible] has just been received of [illegible] the face of the policy, upon which the holder had in forty-four years paid $[illegible] in premiums The rate of $[illegible] per annum was one which cannot be duplicated in these latter days It was increased only during the Civil War [illegible] Mr Libbey spent several years as a soldier in the field

FALSE MAN'S ESTATE

Nicolai De Raylan the woman who died in Phoenix a couple of months ago, after a masquerade of years' dura-

TERRITORIAL BRIEFS.

The sewerage system of Phoenix has passed into the control of a new corporation, the Phoenix Sewer and Drainage Company, whereof the main stockholders are F. S. Lack and E. D. Spencer of Los Angeles and F. M. Foss of Ogden, Utah. They were purchasers lately of the stock of H. O. O'Hagan of London, England, in the Phoenix Water Works and Sewerage Company, the old concern. The system covers only the central portion of the city.

Wool is coming into Phoenix in immense quantity, clipped from several hundred thousand sheep now being grazed on the plains north of the city. The price for the product is something of a disappointment to the sheep owners, who expected better figures than those of last year. The opening quotations made by eastern wool buyers now congregated in Phoenix run from 20 to 22 cents a pound. The Colin Campbell clip of 200,000 pounds was sold for 21¾ cents.

At Clifton Friday morning Faustino Lujan was shot and killed by C. L Wright, manager of a gambling saloon. The killing is believed to have been wholly unjustified, as Lujan was unarmed and made no threatening demonstrations. The affair stirred up the most intense excitement in the Mexican quarter of the camp, though no unlawful demonstration against Wright was attempted. Wright is in jail.

Sunday at Bisbee Alfred Woods was crushed to death by a falling rock in an upraise of the Old Dominion Woods, who was 26 years old, had worked but two shifts in the mine

Henry Gilmore, a Pinal mountain miner, was shot through the body and possibly mortally wounded by Robert Burch, a miner at Bierce's camp, near the Gibson mine, Gila county. A wild cat had been making things uncomfortable for the miners by entering their bunkhouse at night. So it happened that Gilmore, breaking his way through bushes, bent only on a friendly evening call, received a bullet that was intended for a prowling cat

For a year or so Billy Stiles, the notorious Arizona train robber, has been dividing attention with the Indians in the Yaqui River valley of Sonora, where he was supposed to be at the head of a gang of simon-pure outlaws. It is now asserted that he is in Arizona again and that he was recognized lately at Casa Grande station on the Southern Pacific railroad If he really be in Arizona, he is conducting himself in most circumspect manner, for the hand of justice would be heavy upon him were he captured this side of the international line All will be forgiven if he never returns

Persistent trainmen at Tempe at last scored in a contest with miscreants who had formed a habit of throwing rocks at the Phoenix-Mesa locals. When this happened a couple of days ago, the train was stopped promptly and the crew started after the rock thrower A brakeman opportunely ran across a horse, which he mounted, by its speed running down his quarry The fellow was taken to Tempe and received justice in the local court

The grammar and primary schools of Phoenix have been closed for two weeks on account of an outbreak of measles

On invitation of the faculty of the Normal School of Arizona at Tempe, Herbert Bosworth and wife present a

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Snow Melts, Rivers Fall: Salt and Gila Both Going Down from Flood,
Los Angeles Times,
February 11, 1907

Item #67

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GLOBE & PAYSON

STAGE LINE.

(Carrying the U. S. Mail.)

LEAVES GLOBE. { MONDAYS, WEDNESDAYS, FRIDAYS.

LEAVES PAYSON { TUESDAYS, THURSDAYS, SATURDAYS.

PASSENGER TRAVEL INVITED. Comfortable Vehicles, Quick Time, Cheap Fares. Globe to Payson $7.50; Globe to Payson and return $10. Direct Route to Natural Bridge.

O. S. SCOTT, Propr.

Stage Line to Globe Advertisement,
Arizona Silver Belt (Globe, Arizona),
August 24, 1895
Item #68

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FORT THOMAS AND BOWIE STATION

STAGE LINE.

SHORTEST, QUICKEST AND CHEAPEST ROUTE TO GLOBE.

DAILY LINE OF CONCORD COACHES.

Fare from Fort Thomas to Bowie Station, $12.50.

☞ This line offers special inducements to parties traveling east from Globe, as a saving of 24 hours is effected in time, and about $17 in fare is saved, besides 120 miles in distance.

Feb.9-tf

JOHN S. QUINN, Proprietor.

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Stage Line to Globe Advertisement,
Arizona Silver Belt (Globe, Arizona),
March 22, 1884

Item #69

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MINING NEWS | MINING NEWS

SURROUNDED BY SCENIC BEAUTY CLIFTON IS A CENTER OF MINING

Picturesquely Located, It Has Smelters Right in Town and 5000 Inhabitants

(By G. A. Martin.)

Clifton, Ariz., Nov. 8.—Colorado has wonderful scenery and people cross the continent to look upon the Garden of the Gods and admire the rugged grandeur of the canyons along the Denver & Rio Grande road between Pueblo and Grand Junction, but none of this is any prettier than the magnificent ruggedness around Clifton.

Between Clifton and Metcalf, seven miles to the north, is one of the most beautiful canyons on the American continent. Towering hundreds of feet above the bed of Chase creek, these great canyon walls with their wealth of color, varying shades and blendings as the sun shifts its light, are the equal of anything in "Picturesque America;" European travelers have said that the picture is the equal of anything in the Alps. A little railroad, the Coronado railway line, runs up the bed of Chase creek from Clifton to Metcalf and, gazing upward from the observation car, the sight is wonderfully beautiful. The little mountain stream ripples along beside the train as the locomotive pulls first along one side of the stream and then the other, now through a tunnel, then over a trestle, now hanging to one wall of the rock cliff, now to another. Six tunnels are penetrated in the run of seven miles, and all along the walls of the great canyon are seen mines and inclined railroads that bring down the ore to the cars for transportation to the mills and smelters at Clifton.

Avoiding the Floods.

Above the bed of the river, sometimes inside the walls of the canyon, sometimes climbing to their top for a safe hold, runs another road, the Shannon railroad, a narrow gage line and a most expensive one to build. The Shannon line is built for hauling ore only, and no passengers are carried. The Coronado road hauls both passengers and ore; also the freight for Metcalf and the mining camps en route, and still further north in the pine-covered hills. The Shannon road is far above the danger point from floods; the Coronado line is not, and when it rains hard, the floods roaring down the canyon often wash out the line. However, in late years the entire roadbed has been rebuilt of slag and stones and the damage from flood is not so heavy these days as of old. Almost all the way the roadbed is protected on the side next the water by huge boulders of slag, cast

non company also operates a store here. The A. C. company has five stores—two at Clifton, one at Morenci (called by the A. C. company Longfellow, because its Longfellow mine was the first mine operated at Morenci), one at Coronado, and one at Metcalf.

Unusual Incline Railways.

The biggest mine of the Arizona company is the Humboldt at Morenci, but it has mines at Coronado and Metcalf also, and at Metcalf it operates the longest mining incline railway in the world, while the Shannon at the same place operates the steepest. The Shannon has one incline and the A. C. company three at Metcalf. The Longfellow incline, midway between Clifton and Metcalf, is also operated by the A. C. company. It brings down the ores from the company's Longfellow mine at Morenci, to the Coronado railway, which delivers them to the A. C. smelter at Clifton. However, the company is now constructing an underground and surface electric tramway through the mountains—16,000 feet long, 9000 underground and 7000 surface—from the foot of this incline, on which to haul its ores back to the big Morenci concentrator, where they are lifted from the interior of the earth to the concentrator. A big new shaft is being constructed at the concentrator for this purpose. When this is completed, a part of the concentrating work now done at Clifton will be transferred to the Morenci concentrator, which is being enlarged. This is because of a controversy the company has had with the farmers on the San Francisco river below Clifton on account of the discharge of its concentrator tailings into the stream. It is easy to take care of the tailings at Morenci by impounding them in arroyos. At Clifton it is necessary to haul many of the tailings away on cars.

The Shannon Copper company is a Boston concern, with J. W. Bennie as general manager. Its annual output of blister copper is between 15,000,000 and 18,000,000 pounds. It was organized and put into operation in 1901.

Some Early History.

The Arizona Copper company is a Scotch corporation and general manager Normal Carmichael talks with that musical burr so characteristic of the Scotch people; many of the officials of the company are also from the old country. This company began operating in 1882, from which time dates the rise of Clifton. Prior to that time the Lesinskys of New York operated a copper mine here on a small scale, but they owned all the claims which the Arizona company took over. In those days 25 percent copper was the poorest ore that could be treated with profit. Now 3 percent ore is handled profitably. The

Surrounded by Scenic Beauty Clifton is a Center of Mining,
El Paso Herald (El Paso, Texas),
November 8, 1911
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MINING NEWS

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the mills and smelters at Clifton.

Avoiding the Floods.

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Two Big Smelters.

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El Paso Herald (El Paso, Texas),
November 8, 1911
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tion.

Two Big Smelters.

The Arizona Copper company and the Shannon Copper company have made Clifton; these two concerns practically keep the town on the map, for each employs a large force of men in the town, while the mines of the companies, close by, contribute a large share to the prosperity of the place. The Arizona company operates a smelter and concentrator in Clifton and it has mines at Morenci, Metcalf and Coronado. Its railroad shops and terminals are also located in Clifton. It employs 600 men in Clifton alone, and over 2000 in the district. Here it operates two concentrators in addition to its Morenci concentrator. All ores except the Morenci ores are concentrated here, and all the concentrates are smelted here. One of the Clifton concentrators is for sulphide ores, and one is for oxide ores. In the sulphide concentrator 850 tons are handled daily, while in the other, 400 tons of oxide ores are handled. In the Morenci concentrator 1500 tons of ore are treated daily. The smelter treats all these concentrates and also much ore that is of a direct smelting character. Last year the total output in blister copper was 34,574,000 tons.

The Town of Clifton.

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The Town of Clifton.

The Shannon smelter treats most of its ores direct and handles about 1000 tons daily, brought down to the smelter from its mines at Metcalf. The Shannon narrow gage railroad, 10 miles in length, completed only about a year, does the hauling. This company operates a concentrator for the treatment of about 400 tons of sulphide ores a day. The smelter of this company is located at the extreme southern end of Clifton, a town in a canyon, starting down on the San Francisco river and extending up the river for a distance of about 2½ miles, branching in the center, where Chase creek pours its waters into the river ,and extending northwest along Chase creek also. The old town of Clifton was located along Chase creek and beside the Gila at the junction of the two streams, but in late years, as the town has grown, it has spread up the San Francisco river and also down the river. Like Morenci and Clifton, the town has also grown upwards where it can, and houses cover all the mountainsides that are not too steep. The new concrete school building has been erected in South Clifton, or Hill's addition, where there is a very pretty collection of new residences, all of a substantial character with beautiful yards and nice streets. In this section the supervisors have also decided to locate the new county courthouse for Greenlee county. There has been considerable wrangling over this location because of its distance from the center of population. It is across the river from this locality that the Shannon smelter is located.

The A. C. Operations.

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El Paso Herald (El Paso, Texas),
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smelter is located.

The A. C. Operations.

At the junction of Chase creek and the San Francisco river, the smelter and shops of the Arizona Copper company are located, on the west bank of the river. This is about the center of the town. On the east bank of the river at this point is located the business section of modern Clifton. Up Chase creek to the northwest, extends the older business section of Clifton, and at the extreme end of this locality, spreading out like a fan upon the mountains, have been built many comfortable residences and homes. Back of the newer business district, also upon the hills, are many more pretty residences.

Clifton is a town of over 5000 people and a progressive town, with two banks, a national bank and a state bank; ample hotel accommodations, and stores that supply anything that can be purchased in the larger cities. It has electric lights and a good water supply. A sewer system is being talked of, also a gas plant.

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talked of, also a gas plant.

Smelter In Heart of Town.

In the heart of the town are located the railroad station, the postoffice, in a handsome brick building devoted exclusively to the postal service, and the general offices of the Arizona Copper company. The company building is a two-story red pressed brick affair, and affords ample accommodations for the big staff of this Edinburgh corporation. In it are also the offices of the Arizona & New Mexico railroad, a standard gage railway 109 miles long, extending from Clifton to Hachita, N. M. This road was built by the A. C. company for the purpose of getting out its copper and getting in its supplies. H. J. Simmons, now general manager of the El Paso & Southwestern, was one time superintendent of this line, and was in charge of the road when it was made a standard gage in 1901.

The Arizona company operates two stores in Clifton, including a drug store and a general supply store. The Shan-

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November 8, 1911
Item #70

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Some Early History.

The Arizona Copper company is a Scotch corporation and general manager Normal Carmichael talks with that musical burr so characteristic of the Scotch people; many of the officials of the company are also from the old country. This company began operating in 1883, from which time dates the rise of Clifton. Prior to that time the Lesinskys of New York operated a copper mine here on a small scale, but they owned all the claims which the Arizona company took over. In those days 25 percent copper was the poorest ore that could be treated with profit. Now 3 percent ore is handled profitably. The Lesinskys had the first smelter in Arizona, and made black copper in an adobe furnace at Clifton for many years. Charcoal for the furnace was burned in Solomonville, by the man for whom the place was named, a distant relative of the Lesinskys, and was hauled by wagon to Clifton for the smelter. The copper was hauled out to La Junta, Colo., for shipment to New York, and all spplies were hauled into the camp from La Junta.

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Arizona's First Railroad.

The first piece of railroad laid in Arizona was laid by the Lesinskys between Clifton and Metcalf, up Chase creek, to bring the ores down to the little charcoal smelter. It was a 20 inch gage and the locomotive, timber, rails and equipment all came overland in wagons, in pieces. When the Arizona company took charge, its first act was to build a railroad to Lordsburg, N. M., to connect with the S. P. This was first a narrow gage property, and for many years after it was built, the company had much trouble with the indians tearing up the track. Many times the Apaches attacked and killed the section hands working between Clifton and Lordsburg. Later this road was standardized and extended from Lordsburg to Hachita, when the El Paso & Southwestern built from Douglas and Bisbee to El Paso. This little road, before it was standardized, was used to haul in all the machinery and supplies for the Arizona company's operations at Clifton

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Operations at Clifton

New Mining System Developed.

For many years the company lost money, as the treatment of low grade or porphyry ores, was then entirely new, and the matter of their treatment was worked out at Clifton. The first concentrator for such treatment was erected in Clifton and the Clifton and Morenci district, with its 3 percent ores, became the pioneer in the matter of extracting copper from low grade rock and making it pay. To Scotch engineers belongs much if not all the credit for this work. The production in copper last year by this company totaled 34,570,000 pounds of blister Bessemer copper, all of which is shipped to New York.

The Scotch concern became interested in this proposition through failure of another American investment. Scotch capitalists had invested their money heavily in the Prairie Land and Cattle company of Kansas through an American solicitor and lost heavily. The solicitor was anxious that they should recoup and when he learned that the Lesinskys were ready to sell, he inspected the property and urged its purchase. Again the company lost money, and after a time the stockholders were ready to give up, but luckily the system of treating the porphyry low grade ores with success was worked out, and the company is now making good returns on its investment.

Public Conveniences

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Public Conveniences.

When it first began business here, the Arizona company had to instal all public conveniences. It owned the railroad, the telephone company, the light plant, the water system and practically everything. It has now sold off all its public utilities properties except the railroad. One of its big sources of revenue is its stores, from which the general public as well as the employes is accommodated.

Clifton has many other substantial stores, however, and its more than 5000 population spends its big earnings freely and makes Clifton one of the most prosperous camps in the territory. Clifton has many miles of good sidewalks, and the town is properly protected from floods by rock retaining walls along the creek and river; the town is also connected with a substantial steel bridge over the San Francisco river. Being the county seat of Greenlee coun-

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ty, the offices of the county officers are located here. One time Clifton was a "wide open" town. Now there is no gambling and good order prevails. There are numerous saloons, but all appear well regulated.

El Pasoans In Clifton.

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appear well regulated.

El Pasoans In Clifton.

C. H. Ashton, late of El Paso, is among the new business arrivals here. He has established a modern store and is well pleased with his location. Many former El Pasoans are living here, connected with the mines or the railroads in some capacity or other.

Clifton is a town of home owners, and as a result the employes represent permanent residents. There is very little shifting, as the employes are paid ample wages and they like Clifton and remain here. With good school facilities for their children, an opera house capable of accommodating a good sized road show, moving pictures, bowling alleys, pool and billiard halls, a good baseball diamond, tennis accommodations and other amusements, the people do not lack for entertainment and the conveniences of the larger towns. There is a good library in the town and a movement is under way to erect a club house on the plans of the Morenci club. The mining companies have agreed to help the project.

While considered normally Democratic, Clifton has a goodly number of Republicans and probably one of

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the strongest Socialist organizations in the new state. The county has a Socialist ticket in the field, and the organization is arranging to bring some of the best speakers of the party here for the campaign. Both the Republicans and Democrats have tickets in the field also.

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SWEPT DOWN BY THE GILA: THE TOWN OF YUMA, ARIZONA, DESTROYED. ...
New York Times (1857-1922); Mar 2, 1891;
ProQuest Historical Newspapers: The New York Times (1851-2009)
pg. 1

SWEPT DOWN BY THE GILA

THE TOWN OF YUMA, ARIZONA, DESTROYED.

HUNDREDS OF LIVES LOST AND MUCH PROPERTY RUINED BY THE GREAT FLOOD—THE VALLEY OF THE GILA ONE BROAD LAKE.

YUMA, Arizona, March 1.—Yuma is a camp of distress. Out of 150 houses composing the town only 50 remain. The second high water of the Gila River on Thursday was more disastrous than that of Sunday. The canals have been washed out, the ranches destroyed, and the railroads are under water. The loss in Yuma is half a million.

The cemeteries are on high land, and many people are camping in them. It is reported that a Mexican family, eight miles east, is drowned. One body, that of a man, floated past town. The river here is fourteen miles wide. Many people are believed to be drowned in the country, but no particulars have been received.

No word has been received from further than ten miles from town, and it is feared that hundreds of lives have been lost up the Gila Valley, which is 200 miles in length. Indian messengers have been sent out, but have not as yet returned. It is known that thousands of cattle, horses, and mules are drowned. The wires are all down east, and repairers could get only five miles east to-day. Five miles of railroad are gone west of here, and it is known that sixteen east of here are gone, and probably three times as much more. The Southern Pacific will put every man obtainable at work to-morrow.

Every house on the hills has been thrown open to receive the homeless, and hundreds are quartered in tents and in the old Government buildings. The merchants have opened their goods on the streets in order to help the sufferers. The water is still high for 200 miles east of this point, and as all of this must pass here many fear that the worst is yet to come, especially if there should be any further rainfall. The common loss has brought all classes of citizens together, and all have worked with a will in trying to save the town by constructing a rude levee, which effort proved futile, and in saving as much as possible from the ruins.

A boat which has just arrived from Mohawk, sixty miles up the Gila River, brings reports of terrible loss of life, all the country being under water. The greatest sufferers are the poor Mexicans, whose entire possessions have been swept away and who have no reserves to fall back upon. There is yet a vast stretch of territory to be heard from, and every one fears that when full returns are in the loss of life will prove of appalling magnitude. In this city the ruin has been most complete, the Catholic Church being the only building left standing on the main street. The convent and adjoining school stood the wear of waves for many hours, but finally crumbled into ruins. The Yuma *Sentinel* moved its office four times, and finally succeeded in getting out on time to-day. The *Times* was less fortunate, and its office and material went down in the wreck. Fears were entertained that the fine railroad bridge would be carried away, but fortunately the piers stood the test, and unless some extra heavy wreckage should lodge on the superstructure and cause a jam it will not be materially injured.

From the first intimation of danger every one labored with a will to save the town, even the

Swept Down by the Gila: The Town of Yuma Arizona Destroyed,
New York Times, March 2, 1891
Item #71

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Indians working as they never worked before. For hours they labored in water waist deep on the levee, and when it was too late to save the town they followed wreckage and towed it to a place of safety. When it was evident that the main business portion of the town must go, men, women, and children busied themselves in moving stocks of goods and household effects to the hills, where everything was left unguarded, the common danger rendering caution superfluous.

When the water rose so high as to cut off further access to houses or stores, an effort was made to erect temporary shelters for the women and children. Dry goods boxes were looked upon as miniature cottages, and their possessors were deemed exceedingly fortunate, as most of those driven so hastily from their homes were obliged to content themselves with mere windbreaks, made of old blankets and carpets. In the rush of the waters, the steamer Mojave was driven high and dry on the bank and a dozen families have taken refuge in her cabins.

The officers of Fort Yuma have done everything in their power to assist the sufferers, and fortunately there was a good supply of tents on hand, and these were at once placed at the disposal of the homeless families, and much suffering thereby prevented. Should there be no further rainfall, it is hoped that there will be little further loss, and that, with the restoration of communication with the west, sufficient relief will be brought in from San Francisco and Los Angeles to prevent any serious trouble.

The citizens of this city have already subscribed over $2,500 to a relief fund, and Los Angeles has collected about $3,000 for the same purpose. San Francisco merchants have subscribed liberally to the fund in that city, and a dispatch from there this evening states that a relief train will be sent through as soon as the railroad is repaired.

Swept Down by the Gila: The Town of Yuma Arizona Destroyed,
New York Times, March 2, 1891
Item #71

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INDEPENDENCE OUR POLITICAL CREED; THE GOLDEN RULE OUR MORAL GUIDE

POSTVILLE, IOWA, FRIDAY, OCTOBER 1, 1897.

TELEGRAMS IN BRIEF.

DOMESTIC.

Wausau has voted for high license.

Domestic exports were valued last month at $79,407,820.

Two bears were killed six miles from Wausau, Wis., the other day.

George W. Liberman has qualified as deputy collector of customs at Sheboygan, Wis., succeeding Jacob De Smidt.

Judge Jackson of West Virginia, has made his famous order of injunction against Eugene V. Debs and others perpetual.

Richard and John McGrill, without doubt the oldest twins in the United States, celebrated their ninety-fifth birthday near Decatur, Ind.

An attempt to form a co-operative manufacturing and agricultural company, is to be made at Bay City, Wis., at the head of Lake Pepin.

Hugh Murphy, a conductor on the Wisconsin & Chippewa railroad, fell from a car under the wheels at Tomahawk, Wis., and was killed.

Lizzie Quinn and Mamie Morrissey had their hair cut off by unknown men while walking unaccompanied at night in the streets in Chicago.

Fire destroyed two large barns and several sheds belonging to D. J. Cameron, at La Crescent, Minn. The loss is estimated at $6,000; partly insured.

Mrs Andrew Hess committed suicide at Brazil, Ind. Her dying statement was that she feared that her husband would leave her. They were recently married.

The silver democrats of Ohio opened their campaign with meetings in every county of the state.

Sheriff Martin and his deputies were held for trial at Wilkesbarre, Pa., on charges of murdering and "feloniously wounding" the strikers who were shot at Lattimer.

The Japanese minister at Washington denies that Japan's government island, Lake Michigan, notoriety, where he set up a faction of the Mormon faith after the death of the Smiths at Nauvoo. There were four of this harem, but when Strang was killed, his church scattered. Two of the wives are now dead.

Secretary of the Interior Bliss has instructed the commissioner of education to have the reindeer now at Teller station, Alaska, which have been broken to work, forwarded to St. Michaels, to be held there for use in forwarding supplies to the Klondike country in case of emergency. There are about eighty of the deer which it is believed can be utilized in this way. The opinion prevails that they would be more useful than dogs, because they travel more rapidly, draw more, and can live on the little forage the country provides.

Lieut. Peary and party have returned from North Greenland, bringing the huge Cape York meteorite, the largest in the world. Lieut. Peary also brought six Cape York Esquimeaux. Have their tents, dogs, sledges and canoes, and are eager for the undertaking. The expedition visited Cape Sabine, and relics of the ill-fated expedition led by Greeley have been found. The summer in Baffin bay was marked by almost continuously stormy weather and by an unusual scarcity of ice.

United States Judge Kilgore, ex-congressman from Texas, is dead. He served in the confederate army, first as private and by successive promotions reached the grade of adjutant-general, serving as such in Ector's brigade, army of the Tennessee. He was wounded at Chickamauga, and in 1861 was confined as a prisoner in Fort Delaware. He was admitted to the bar after the war and in 1876 was a member of the Texas constitutional convention. He was a presidential

Rev. Richard W. Boynton, pastor at Roslindale, Mass. Other women who are doing good pastoral work, and are settled over Unitarian societies, are the Rev. Ida C. Hultin of the First church, Moline, Ill.; the Rev. C. J. Hartlait-Crane of First church, Kalamazoo, Mich.; the Rev. H. E. Gordon of the First church, Iowa City, and the Rev. L. W. Sprague, co-pastor with her husband of the New South church, Boston.

There are sixty-five women in the ministry of the Universalist church. Most of them are ordained, while those who are licentiates are, in nearly every instance, pursuing their theological studies preparatory to ordination. Of these sixty-five, more than one-half are married and are rearing or have raised families. These hold pastorates jointly with their husbands, and not a few are the wives of clergymen—husbands and wives ministering to different parishes on the same circuit.

The Congregational church of today draws no line of eligibility to pastoral ordination between men and women. According to the latest pastoral lists, however, there are only seventeen ordained women preachers in the Congregational church. Half a dozen of them are in the New England states, and the majority of them are stationed in the far west.

The Methodist church, save in one instance of concession, has refused to ordain women as preachers. That one instance occurred in the Rock River conference some years since, when Mrs. Jenie Fowler Willing received a local preacher's license. A few more licenses were granted later. Finally they were revoked in every case, the conference fearing that a too general desire on the part of the women to become licentiates without marked qualifications which would fit them for the position.

While the women preachers of the

Clipped from The Postville

Telegrams in Brief: Domestic,
The Postville Review,
October 1, 1897

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The Gila river, the most uncertain and most treacherous of Arizona streams, is again swollen from excessive rains in eastern Arizona, and has reached a height unknown since the great flood of 1890. Ferries can no longer cross it. Passengers are taken over at Riverside in a basket suspended from a wire cable.

Mrs. Elizabeth Strang, aged 78 years, has just been buried at Lamoni, Ia. She was the second polygamous wife of James Strang of Beaver

Telegrams in Brief: Domestic,
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island, Lake Michigan, notoriety, where he set up a faction of the Mormon faith after the death of the Smiths at Nauvoo. There were four of this harem, but when Strang was killed, his church scattered. Two of the wives are now dead.

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The Postville Review,
October 1, 1897

Item #72

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The Arizona Sentinel.

INDEPENDENT IN ALL THINGS. NEUTRAL IN NOTHING

II. YUMA, ARIZONA, SATURDAY, SEPTEMBER 28, 1878.

a Sentinel.

Saturday by the

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AMILTON,

The Arizona Fleet.

The steamboats and barges navigating the Colorado river form the only merchant marine to which the Territory can lay claim. Twelve of them were built on this river, down near its mouth, except the present, or No. 2, Colorado, which was built at Yuma, during the rebellion, for fear of Confederate cruisers coming up the Gulf of Cortez. These twelve were the Gen Jessup, a side-wheeler; the Colorado No. 1; the Cocopah No. 1: the Colorado No. 2; Barge No. 1; the Mohave No. 1; Barges Nos. 2 and 3; the Cocopah No. 2; Barge No. 4; the Gila; and the present Mohave No. 2. Besides these the company at different times bought the Explorer, the Esmeralda, the Nina Tilden, the Barges Black Crook, White Fawn and Pumpkin-Seed, and the four-masted schooner Victoria. The Jessup was the first steamboat that ever went up the river to Hardyville; the Explorer, a little iron stern-wheeler, in Lieut. Ives exploring expedition, was the second; they met near where the Picacho quartz mill is as the Jessup was coming back. When the Jessup was condemned her machinery was sent to San Francisco; her hull was floated into Minturn Slough, where it probably lies yet. The Explorer got unmanageable as she was coming out of the Gila river with ten cords of wood in 1864; she drifted past Yuma and got nearly to Pilot Knob before she was pulled up and made fast to the bank. A little later the bank caved in, carrying away the tree to which the Explorer was tied, board the schooner Sarah, to be towed by the steamboat Nina Tilden. The barge Pumpkin-Seed in 1867 was loaded with iron and moored below Ingger's. She was open. It came on to rain very hard, and she filled and sunk, iron and all. The river channel has changed, and she now lies somewhere under Grow's ranch. The Esmeralda was steamed down here in 1864 by Capt. Thos. E. Trueworthy, who started the "Union Line," and ran her on the river about a year. In 1865 he left her at El Dorado Cañon, and went to San Francisco overland. There he met the owners of the Nina Tilden, and with them formed the Pacific & Colorado Steam Navigation Company, in which Hobbs, Gilmore & Co., of the box factory, were heavily interested. Trueworthy did not come back. The new company shipped a lot of freight down to the mouth of the river, including forty-five tons which were taken to Callville on the Black Crook, towed by the Esmeralda, under Capt. Bob Rogers, in a vain attempt to open up a trade by water between San Francisco and Utah. Steve Thorn went with him. It took five months to make the trip; two and a half months being consumed in reaching El Dorado Cañon—the same distance that Capt. Jack Mellon made a couple of weeks ago in seven days. The Esmeralda, Tilden, Black Crook and White Fawn were finally sold, in the Spring of 1867, to Geo. A. Johnson & Co., the predecessors of the present Colorado Steam Navigation Company. The Nina Tilden was built at San Francisco, dians let fire get out among the tules; the Victoria caught fire and was destroyed. Her masts had been cut out and removed to the ship-yard a short time before.

Another steamboat used to run on the river, but she sunk at her moorings, about Pilot Knob, before Geo. A. Johnson & Co. could buy her. She was called the Uncle Sam, and was owned by Capt. Turnbull.

There is some talk of building two new steamboats on the ways here at Yuma.

"A Plea for Child-Murder."

Typographical improvement is now quite as notable in the Salt River Herald as is the high moral plane upon which it is being conducted. Its last issue declares it a "strictly family paper, that excludes everything unfit for the household." Its editor is a bachelor, and possibly considers children as nuisances, "unfit for the household." This hypothesis explains the presence in the last issue of that family journal of an astonishing editorial advocating human fœticide, under the above caption. Phœnix families, probably, feel as proud of that pure family paper as we do.

It also supports Woolsey—for Congress!

It seems to have a morbid fancy for aborted babies and for still-born Delegates to Congress.

The Enterprise used to call that pure editor "Parrot," in allusion to one of his pure family stories; hereafter it may properly designate him "Fœtus."

(Tucson Star.)

The Pima Indians of Arizona.

of the child. When the ceremonies and charms of the native physicians (medicine men) fail to produce a cure, then the sick infant is taken to some American or Mexican and even Papago when he is known to have embraced the Christian faith. Generally Mexican women perform the ceremony. If the child recovers it receives a Spanish name, by which it is known ever after, but these names are so much changed in pronunciation that strangers would hardly recognise them. Pedro, for instance, becomes Pi-ye-lo; Emanuel, Manol; Christobal, Kis-to, Ignatio, I-nas; Maria, Mar-hee, etc. It is certain that their religion does not teach them morality, nor does it point out a certain mode of conduct. Each Pima if he troubles himself about his religion, construes it to suit himself, and all care little or nothing for their life hereafter, for their creed neither promises rewards in the future for a life well spent, nor does it threaten punishment after death to those who in this life act badly. They have no priest to counsel them, and the influence of their chiefs is insufficient to restrain those who are evil disposed. The whole nation lives but for to-day, never thinks of the wants of the future, and is guided solely by desires and passions. They believe in witches and ghosts, and their doctors claim to know how to find witches and destroy them. Almost anything is believed to be a witch. Usually it is a small piece of wood, to which is tied a piece of red flannel cloth, or calico by means of a horse-hair. Should one of these be found in or near one of the Pima huts, the inhabitants thereof would at once abandon it and move elsewhere. They believe that all sickness, death and misfortunes are caused by witches. If, therefore, a Pima is taken sick or loses his horse or cow, he sends for one of the medicine men, whose duty it becomes to find and destroy the evil spirit who has caused the mischief. The medicine-man on these occasions masks his face and disguises himself as much as possible. He then swiftly runs around the spot supposed to be infested, widening his circles as he runs, until, at last, he professes to have found the outer limits of the space of ground supposed to be under the influence of the witch. Then he and his assis-

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etc. etc.

All of which is offered

The Arizona Fleet,
The Arizona Sentinel (Yuma, Arizona),
September 28, 1878
Item #73

The Arizona Fleet.

The steamboats and barges navigating the Colorado river form the only merchant marine to which the Territory can lay claim. Twelve of them were built on this river down near its mouth, except the present, or No. 2, Colorado, which was built at Yuma, during the rebellion, for fear of Confederate cruisers coming up the Gulf of Cortez. These twelve were the Gen. Jessup, a side-wheeler; the Colorado No. 1; the Cocopah No. 1: the Colorado No. 2; Barge No. 1; the Mohave No. 1; Barges Nos. 2 and 3; the Cocopah No. 2; Barge No. 4; the Gila; and the present Mohave No. 2. Besides these the company at different times bought the Explorer, the Esmeralda, the Nina Tilden, the Barges Black Crook,

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~~bank. A little later the bank caved in, carrying away the tree~~ to which the Explorer was tied, and she floated down the river. She was towed into a slough about eight miles below Soldier's Camp. Subsequent changes in the channel of the river have left her away out in the woods, high and dry, and with great trees, one and two feet thick, growing all around her. The machinery of Colorado No. 1 was put into Colorado No. 2, and her hull stranded down by the Gridiron. The Cocopah No. 1 was hauled out on the bank at the ship-yard, near the mouth of the river, and a warehouse was built on her, which afterward burned up. Her machinery was sent to San Francisco and put aboard the Hattie Fickett; George Wellington ran it there for two years. The Colorado No. 2 is still in commission, though now moored below the Quartermaster's depot, and seldom used. Barges 1, 2, 3 and 4, are all in use. The Mohave No. 1 was hauled out at the ship-yard, at right-angles to the Cocopah.

The Arizona Fleet,
The Arizona Sentinel (Yuma, Arizona),
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at right-angles to the Cocopah. Her machinery was put aboard the Onward, a stern-wheeeler, now running between San Francisco and Stockton; she is a boat 160 feet long, or five feet longer than the present Mohave. The Cocopah No. 2, the Gila, and the Mohave No. 2, are now running on the river. This last boat was for a long time known as "Structure No. 11," from the fact that she was got out at San Francisco and shipped piece-meal down to the mouth of the river; her future name not having been determined, her pieces were marked Structure No. 11, though, in fact, she was Structure No. 12. The Black Crook was the first barge to bring freight to Yuma. She was 128 feet long and 28 feet beam. She was built at the mouth of the river, in just nineteen days, by Charley Overman, Charley Tyson, Jack Mellon, and two others. She was not built in California and shipped down here to be put together, but she was built right out of the lumber pile. Quick work. She has been hauled out down at Port Ysabel. The White Fawn was built in 1864, and lengthened in 1867. She is the wharf-boat down at Port Ysabel. She was built in San Francisco, and sent down here in pieces on

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between San Francisco and Utah. Steve Thorn went with him. It took five months to make the trip; two and a half months being consumed in reaching El Dorado Cañon—the same distance that Capt. Jack Mellon made a couple of weeks ago in seven days. The Esmeralda, Tilden, Black Crook and White Fawn were finally sold, in the Spring of 1867, to Geo. A. Johnson & Co., the predecessors of the present Colorado Steam Navigation Company. The Nina Tilden was built at San Francisco, in 1864, for the Philadelphia Mining Company, which was working copper mines on the California side of the river, above Aubrey. They expected to take out so much ore that they wanted to ship it by their own steamboat and barges. Capt. Paddy Gorman steamed her down here from San Francisco. But her owners never had any use for her till they sold her. After running on the river till 1874 she was moored, leaking badly, at the ship-yard, Port Ysabel. During a big tide her port bow lines parted. Her port after line holding, she swung around, broadside to the current,

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around, broadside to the current, and turned clear over, bottom up. All her joiner-work broke off and drifted to sea. As she was obstructing passage of the slough her bottom was chopped away to clear her from the boiler, and she also floated off. Her boiler was afterward raised by Capt. Mellon, who cut chains under it, at low water, and fastened these to masts of the old Victoria laid across two barges, one on each side. As the tide rose the boiler was floated by the barges, and dumped where it could be hauled out at low water. The Victoria was originally a big barge, 186 feet long, which Capt. Trueworthy was towing on the Sacramento river. He had towed as much as 800 tons of freight to Sacramento on her. He had her stiffened and rigged as a four-masted schooner, intending to load her with lumber for building barges, which he proposed running on the Yang Tse river, China. He was load-

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for building barges, which he proposed running on the Yang Tse River, China. He was loading her for Shanghai when he concluded to try the Colorado river instead. She sailed very well, making 196 miles in twenty-four hours off the coast of Lower California, though loaded with nearly 400,000 feet of lumber and fifty tons of groceries. On arriving at the mouth of the river she got into a bore, dragged over her anchor, strained her seams and spewed the oakum out of her bottom. Being loaded with lumber she could not sink, and was towed into a very narrow slough at Port Famine. There was just room to haul her in. The tules were very thick on each side of her for several miles. After a while the In-

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dians let fire get out among the tules; the Victoria caught fire and was destroyed. Her masts had been cut out and removed to the ship-yard a short time before;

Another steamboat used to run on the river, but she sunk at her moorings, about Pilot Knob, before Geo. A. Johnson & Co. could buy her. She was called the Uncle Sam, and was owned by Capt. Turnbull.

There is some talk of building two new steamboats on the ways here at Yuma.

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THE COAL FIELDS.

The Narrow Gauge Railroad to Globe.

An Able Letter from Judge John Haynes to Secretary Teller.

A CITIZEN representative called at the law office of Haynes and Stiles one day this week and asked Judge Haynes for some information concerning the Deer Creek coal fields, knowning the Judge had interested himself in the matter. His reply was: "I have just forwarded a letter upon the subject of segregation to Secretary Teller, which I think covers the ground."

Reporter—Would you have any objection to give the CITIZEN a copy of the letter for publication?

Judge—I see no objection to its publication and you can have a copy if you so desire.

Thus we are enabled to give our readers a full, comprehensive paper upon this important question.

TUCSON, A. T., June 14, 1884.

To the Honorable H. M. Teller, Secretary of the Interior.

SIR:—In view of the failure of congress to take final action upon the bill introduced at the present session to

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this important question.

TUCSON, A. T., June 14, 1884.

To the Honorable H. M. Teller, Secretary of the Interior.

SIR:—In view of the failure of congress to take final action upon the bill introduced at the present session to segregate the coal fields from the White Mountain Indian Reservation, and to change the west line of the same north of the Gila river, the undersigned would respectfully call the matter to your attention, and request immediate action by the department over which you preside, and the Executive.

The change proposed by the bill referred to, and the report of the committee thereon, is entirely satisfactory to us.

Mr. Riecker's survey recently made of the south boundary of the reservation, willfully explain the situation south of the Gila river, and we send you herewith a plat drawn by Mr. Riecker showing approximately the proposed change north of the Gila, as well as the line of the Gila from the mouth of the San Pedro to the ten mile monument established by him at or near the mouth of Di-appointment Creek. The line of the Gila river is correctly shown upon this plat, as it is taken from the notes of Mr. Riecker's survey, and as you will see by comparing it with the map in common use, the course of the river between those points is not correctly laid down on the maps.

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on the maps.

Referring to said plat, the line from Chromo Butte to the mouth of the San Pedro river (and which is now the west line of the reservation), is correct, if it be assumed that Chromo Butte is correctly located upon the map. That point however has not been connected with the government surveys, or otherwise accurately located.

From this sketch it will be seen that the part proposed to be segregated north of the Gila, is a very narrow strip, and that portion of it below the mouth of Disappointment Creek is simply a point running down the northwest side of the Gila to the mouth of the San Pedro, from which last named point the west line of the reservation formerly ran south up the valley of the San Pedro. In order to segregate the valley of the San Pedro from the reservation, from which it was already completely separated by the intervening mountains, and in which valley numerous white men had settled and made valuable improvements, an executive order was made March 31st, 1877, by which the reservation line was made to run up the Gila ten miles, and thence south to the southern boundary. This partial change of the west line left it in its present unsightly and unnatural condition.

It is perfectly safe to say that if the reservation were now for the first time being established, no one would suggest the present line to the mouth of the San Pedro; but when the line ran south from the mouth of the San Pedro, there was a reason for making that a point on the line, because it was prominent and well known. There never was any other reason, however, as the San Pedro valley was completely isolated from the body of the reservation.

There are many reasons now for the proposed change which were not th

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sightly and unnatural condition.

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There are many reasons now for the proposed change which were not then known to exist. Some of these we will briefly call your attention to.

First—The only feasible route for the Narrow Gauge railroad from Tucson to Globe, is through the Cañon of the Gila from the mouth of Ash Creek to the mouth of Disappointment Creek, and through this portion of the cañon it can only be built on the northwest bank of the river, and therefore upon the reservation. This portion of the road will be very difficult of construction, and very expensive, and the right of way is not secured under the statute.

Second—On the same side of the river, and below the mouth of Disappointment Creek, and also extending several miles back from the river, are a large number of very valuable copper mines, containing an almost inexhaustible amount of ore of fair workable grade.

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ore of fair workable grade.

Some of these mines are inside the reservation, and some of them outside: but if they were all outside, the fact still remains that there is no possibility of reaching them otherwise than through the Gila Cañon, as the mines are inaccessible from any other direction, nor could the ores be reduced except at or near the Gila river upon the reservation. Besides, the abundant waters of the Gila would furnish a water power that could be most advantageously used in the reduction of these ores.

These mines are situated nearly opposite the mouth of Deer Creek, a tributary of the Gila, which penetrates to the coal fields, and the only practicable outlet to the west and southwest, is down the Deer Creek and Gila cañons. The distance from the coal mines to the Gila, is about twenty to twenty-five miles, and the route is practicable for a narrow gauge railroad.

These mines of copper and coal would alone make business more than sufficient to maintain the railroad, if capital can feel safe in working them, and employment would be given to hundreds if not thousands, of white men with dependent families, whose claims upon the consideration of the government are quite as strong as the most philanthropic would assert for the Apache. These enterprises require the expenditure of very large amounts of money, and money requires the security of good titles, and freedom from all interference.

The importance of these enterprises to all our people cannot be overestimated. No language that we could use could exaggerate their importance, or overstate the benefits they would confer.

Besides, these enterprises are hinged each upon the other. The success of the copper and coal mining depends largely upon the construction of the railroad, and the construction of the railroad depends wholly upon the working of these mines. It need scarcely be added that the working of these mines, as well as those of Saddle Mountain District, depends upon the exclusion of these properties from the reservation.

The benefits at which we have hinted

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erties from the reservation.

The benefits at which we have hinted are by no means local, or confined to the railroad company, or the parties who may happen to control the mines of copper, coal and silver. The benefits which would result to the mining interests in all of southern and western Arizona would be almost, if not quite, as direct. Our country is practically destitute of timber. It is, and has been, very difficult to procure fuel for the mines and mills. Prices are high, and it is now obtained only at the risk of a criminal prosecution for a violation of the timber laws of the United States. The price of coke and fuel make it impossible to work many mines that would be productive and profitable under other conditions.

Nor are we asking that which would be an injury or injustice to the Indians. The lands sought to be excluded are not, and never will be required for their use. These lands are exceedingly rough

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and mountainous, while there are in the reservation very large quantities of farming and grazing lands that are not, and probably never will be used by the Indians.

The reservation contains, approximately, five thousand square miles. The number of Indians on the reservation is stated in "The Resources of Arizona," recently published under Territorial authority, at five thousand. Supposing the number of Indian families to be five thousand, there would be a square mile or one section of land to each family, while a white man, the head of a family, can pre-empt, or homestead but one hundred and sixty acres. But as a matter of fa·t there is a section of land for each man, woman and child on the reservation. Or, if we estimate the number of families at two thousand, which we suppose to be nearly accurate, there are two and one-fifth sections for each Indian family. But the bounty of the government does not stop there, for after giving them every opportunity for self-support, the government practically supports them.

We are informed that Commissioner Price opposes the segregation of these mines and coal fields, and insists that, without excluding them from the reservation, permission be given to work them upon paying a royalty to the Indians. Does he imagine that the Indians are the owners of the reservation with all its untold mineral wealth? The White Mountain Reservation never was the home of the Apaches. They were migratory. The government selected

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the home of the Apaches. They were migratory. The government selected these lands and placed the Apaches upon them. They did not go there willingly. The reservation system is a prison system, inaugurated and maintained by force, though intended to be reformatory and educational. It does not involve the idea of ownership. But if it is said that the payment of a royalty upon the product of these mines is intended simply to aid in supporting the Indians, the people of Arizona reply, that we are under no obligation to the Apache. We have received no kindnesses or benefits at his hands which require from us any special contributions for his comfort or support. The government has invited us to occupy and improve this Territory and to purchase its mines and lands. We are here trying to improve our private fortunes, but in doing so we add to the wealth of the nation. We contribute our full share to the revenues of the United States, and because we are on the frontier and in the face of hardships and dangers are discovering mines and trying to develop them, we are asked to pay a specific tax, contribution, royalty or whatever it may be termed, upon the product of our labor, either as a right the Apache may demand, or as a forced gratuity for his benefit, or else by way of assuming as individuals, a portion of the burden which rests upon the whole people of the United States, our proportion of which we have always borne. For years our people have been murdered, our property stolen or destroyed, our prosperity retarded by these Apaches against whom it is the duty of the government to protect us, and it would much more accord with right and justice that the government should reimburse us for our losses, than that we should be required to pay a special tax or royalty either to the Indians or the government.

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the Indians of the government.

It has never been the policy of the government to ask or retain a royalty upon the product of mines found in the public domain. The people, not only the citizen, but the foreigner who has declared his intention to become a citizen, have been free to locate and work mines upon the public lands of the United States. They are not even required to purchase them, but may hold and work them with equal security, so far as the government is concerned, without purchase or tax or payment of any kind to the government. That an exception should be made now in these cases would seem to be without reason and a flagrant injustice to our people.

We can understand perfectly that outsiders who have no interest in these properties would prefer to see the plan of leasing adopted, so that thereby the rights of the discoverers might be ignored, and a chance given to them to secure that which they cannot now purchase; but we have no fear that so great a wrong will be permitted.

By what lines Saddle Mountain mining district and the coal fields should be excluded is a matter of little consequence either to our people or the Indians, since the whole region south of the Gila and below or west of the upper end of the Gila cañon is of no value to the reservation. We are fully satisfied that an examination of the territory we ask to be excluded would lead any intelligent, disinterested person to concur in the view herein expressed. So far as the portion north of the Gila is concerned, a line north of the ten mile monument on the Gila to Chromo Butte would exclude all the mines on that side of the river which are now known to be valuable.

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valuable.

In conclusion, we would most respectfully urge speedy action in the premises. Our Territory is beginning to recover from the depression principally, though not wholly, due to the Indian raids. In the southwestern part of the Territory the Quijotoa and other valuable mineral districts have been recently discovered, and the work of development has begun with most flattering prospects, so far as the mines themselves are concerned. But coal for making steam, and coke for smelting purposes are an absolute necessity. To secure these at reasonable prices, railroads must be built connecting the coal fields with the mills and furnaces.

It is therefore apparent that the discoverers and claimants of these mines and coal fields, and the promoters of the railroad between Tucson and Globe, are scarcely more interested in the matters herein presented than miners and business men of every class and every locality; that in fact the prosperity of nearly one-half of our entire Territory is dependent upon the segregation of these mines and coal fields that are not occupied or used by the Indians, but which are nevertheless included in the reservation, and thus excluded from all profitable use.

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We can well understand that your department and the President would prefer that Congress should act in the premises, and that such action would be heartily commended by you; but Congress has not acted, and it is quite safe to say they never will. The President has full power to comply with our wishes, and we believe, at least hope, would do so at your request. We have ceased to expect or hope for anything at the hands of Congress. Though retaining the power to legislate for the Territories, scarcely a change has been made in the laws since the creation of the Territories northwest of the Ohio river, nearly a century ago. We have sought the action of Congress most earnestly for important changes in our judiciary system, as well as in other matters, but without success. They find no time to consider our wants. Delegates cannot vote, and therefore have no influence.

The writer has no interest whatever in any of the mines mentioned, nor in the railroad spoken of. I have friends and clients who are directly interested, but I have written mainly at the instigation of citizens who, like myself, are interested only as citizens of the Territory. We feel that it is not only a matter of public interest, but of public right, one that concerns nearly our whole people, and does no wrong to the Indian. But even if it were otherwise, if the portion sought to be cut off were the best portion of the reservation, and thickly inhabited by Indians, instead of the barren, mountainous and uninhabited region that it is, even the government could not afford that the wealth it contains should lie concealed and unused, and the growth and prosperity of this Territory retarded because of a slight

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Territory retarded because of a slight change in a reservation marked out in ignorance of the mineral wealth it contains, or because of a slight inconvenience to the Indians. Nor would the benefit to the government be indirect, only, for it would bring railroad communication within a few miles of San Carlos, and thereby save to the government annually large sums now paid for

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THE FIVE POINTS COPPER CO.

Valuable Claims Grouped Under the Management of Experts

Last week we made mention of the formation of the Five Points Copper company, to develop and operate several contiguous groups of claims near the head of Pinto creek, acquired from A. M. Lockwood and Mills Van Wagenen, Hinson Thomas and J. C. Clark and J. C. Britt. Capitalization of the new company is $500,000, shares $1 par. J. C. Britt, through whose efforts the company was organized, is president and manager and will personally direct operations. A. T. Hammons is secretary and treasurer. There are no salaried officers.

Messrs. Britt and Lockwood were in town this week on business of the company and from them we learned that work has been vigorously begun to explore the great mineral leads on which the company's property is located and to develop important veins of ore carrying values in copper, gold and silver already exposed in a number of openings. The development work performed on the several claims from time to time by the former owners is considerable in the aggregate, and the results such as to encourage the belief that more extensive and systematic development will reveal ore bodies of large size and high average quality.

High grade ores have been shipped,

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from time to time, from five of the company's claims and there are probably 150 tons of ore now on the dumps that could be marketed at a fair profit. Developments consist of one shaft 80 feet and four shafts each of about 60 feet in depth, together with several hundred feet of crosscut tunnels, drifts and open cuts exposing the veins. The ores which at the surface are mostly red and black oxides, and some carbonates, change at shallow depths to glance carrying a high percentage of copper and averaging $10 gold and 15 ounces silver to the ton. The ores could be easily sorted to an average copper value of 35 per cent, which would give a very profitable shipping product.

As soon as the road to the mine is finished, which will probably be within two weeks, shipments of ore from the Five Points property will be started to the Old Dominion smelter. As they are neutral ores a very favorable rate for smelting has been made by the Old Dominion company, which will admit of the shipment of a moderately low grade product.

Development work for the present will be confined to the working shaft, now down about 60 feet, and which in time will be sunk to a depth of 500 feet, according to the present intention of the company.

It has been said that few men engaged in mining in the southwest have had the wide experience that J. C. Britt, of the Five Points company, has had. Years ago he operated in the Leadville, Colo., field and he it was who discovered the value of carbonate deposits there and with financial aid extended by David H. Moffatt, opened up mines which proved a source of great wealth. Mr. Britt later changed his field of operations to the Cripple Creek region, which he prospected with W. S. Stratton and was one of the first shippers of ore from that district.

Mr. Britt has a high opinion of the mining country tributary to Globe in general, and of the Pinto creek section in particular, and he is so thoroughly convinced that the Five Points Copper company has a winning proposition that he is more that willing to invest his money and devote his efforts to prove it.

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THE FLOOD

A Thing of the Past.

Main and Gila Streets Covered with Debris—Business Men Actively Employed Building.

The water has averaged to be from one to two feet higher in the Colorado river during last season than before for many years. In June it reached the highest mark known except in '84. On January 15th, this year, it stood exactly where it did a year ago. Within five days it was two feet higher. The Gila has been higher for clean. Word still came

THE GREAT FLOOD IS COMING.

Every one went to work with a will to save the west side of Main street. Hundreds of men were put to work to build a levee in front of the stores and buildings to keep the water back. This bank was thrown up south to the railroad track. The water only held its own for a few hours, then gradually rose until it filled Main street even to the top of the levee, four to six feet in height. At last it found an entrance under the store of Gandolfo & Sanguinetti into the backyard. All efforts to stop this flow of water under pressure was unavailing. Work had to be abandoned. Only for this old and forgotten sewer no doubt but that the water could have been held. Some think differently. Soon the bank broke in two places near the have held it only a levee like those on the Mississippi river, with a base of 40 feet, 10 feet wide on top and 20 feet high. The levee in town would have stood any rise since Yuma has existed until now. The work was well done. Next time when we remember '91 we may do better. This time every one has done well. Such a levee as necessary would cost $20,000. Some one says let the prisoners build it. One thing is true, that if they work as well as they did the other day, it will not take long to build it. One thing is certain, if Yuma is to be rebuilt on the old ground, the levee must be built. If not then why spend any money on the thing. Let the Gila have Gila street and do as she likes with it.

THE SITUATION

Is this. No less than 261 build-

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Within five days it was two feet higher. The Gila has been higher for the past eight months than ever known during the same season. Last summer 17½ inches of water fell through the Central and eastern portions of Arizona. This is the reason for the high water during the fall and winter. When the rain currents first touched the Pacific Coast in January, they drifted to the eastward, hence the bulk of the rainfall was on this side but very near the Continental divide, this threw all, or nearly so of the water into the tributaries of the Little Colorado, Bill William's Fork and the Gila, and of course into the Colorado. In years past the Gila has seized the months of February and March for its floods, but the Colorado waited until May and June before the mountain snows gave up their water, hence no danger.

This year all has been changed. The great storm from the 15th to the 25th seems to have occupied the whole great watershed lying between the Colorado and the summit of the main range. This threw the whole water

Some think differently. Soon the bank broke in two places near the A. O. U. W. Lodge, when all efforts were abandoned and the balance of Main street went down. The abobe walls melted in the water like so much sugar. In a few moments every building facing on Main street from the Catholic church to the S. P. hotel was in ruins. On the opposite side everything fell.

The water arose almost to the railroad track. The telegraph office and the ice house, a frame building also fell. The freight ware house was blown up in order to save the railroad bridge in case the water carried the warehouse away. The water held its force for a few hours and then fell gradually and the flow ceased through the streets. Monday and Thursday, day and night, February 23 and 26th, '91, will long be remembered as the days and nights of the great flood.

THE WATERS.

THE SITUATION

Is this. No less than 261 buildings have fallen. Their former occupants as a rule are homeless. There is no actual suffering. There need be none for the railroad company is furnishing work to every man willing to work. The weather is warm and clear. Everybody is making the best of the situation. working to secure or prepare a new home. Our business men have a large amount of work to do in order to get their new houses ready to meet the demands of Trade. Everyone is hopeful for the future and doing their best to build up what the flood tore down. People can live comfortably in tents. We shall probably have no more rain. no more cold weather. There is no sickness following the excitement and exposure of the past week. Only good news comes from the valleys around us. Under the circumstances we take pride in the determination, hopefulness, courage and grit of our Yuma people.

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range. This threw the whole water fall into the Colorado. On the 15th both rivers began to rise gradually. On the 19th the swell began to come. News came by wire and every other means of communication that a great flood was coming. Such was the fear that on Saturday night a force of men went to work on the levee along the Gila river. Saturday night the water was four feet below the top of it. Sunday morning the water had risen nearly two feet. Our citizens felt anxious but still had no fears. They reasoned that in '81 it only came so high and not over the bank. At noon Sunday it looked bad. The water was within three inches of the top and was finding its way through in two or three places. At 1:30 o'clock it had reached nearly to the height of the levee. All felt anxious and were satisfied that within a short time if the water kept on rising all was lost. Idlers and lookers-on were ordered away. Every man was doing his best to hold the water back, but of no use. At 4.30 o'clock the bank began

THE WATERS.

At length had wasted their force and little by little began to slacken their hold. It had reached the point where it run over all of the piers of the bridge and each ripple washed the stringers, but luckily there was no drift, no flood wood. Everything movable in town and up country had come down and passed under the bridge before dark. From 6 to 10 o'clock on rolled the angry flood at a pace of from 10 to 15 miles per hour. At 6 p. m. the guage showed 33 feet and two inches. At 10 p. m. the water had risen as near as could be seen by the light of a lantern three inches higher. There it stood until midnight when it dropped a little and at 6 a. m. it showed a loss of 5 inches. During the day it fell 13 inches, and during the night 13 inches more. Every one felt relieved. Day by day it fell from 20 inches to two feet, until 9 feet of its force had

ple.

WHERE SHALL YUMA BE REBUILT?

On the hill, or in the old river bed and take the chances? Today each has its advocates Last Tuesday every one had enough of the river bed. True Yuma on the hill is not like our old town. We have had a good warning. Shall we heed it or no? Rome was built on seven hills. The prison occupies one here. Yuma can have the balance and all she needs. If the old site is re-occupied, then build of wood east of Main street, and west of it with stone and cement foundations at least 4 to 5 feet above the sidewalk and deep enough so that no water can ever affect the base, otherwise the history of Tuesday will repeat itself. The question is one that demands careful serious attention. Let our business men consider this matter well, decide what to do and then act in unison.

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use. At 4.30 o'clock the bank began to yield and the water found its way down Gila street. An hour later and away went the levee in three places and down Main street came the flood. At the foot of the streets there was a bank of earth five to ten feet high, used by the railroad company as a road bed for the sidetrack to the steamboat landing, freight warehouse, ice-house and shipyard. Two small sewers conveyed the drainage from the town into the Colorado. The Colorado was now high enough so that the water began to flow through these sewers and up the street into the town. When the levee broke the water rose nine feet in 20 minutes at the foot of Gila street. Dynamite was used to break the railroad bank at the lowest point next to the prison, but of no avail. The ground was too soft. Prisoners went to work cutting the bank with picks and shovels. In a few minutes an opening was made and the water began to flow through it into the Colorado. As soon as this was done the water raised no higher, but it was too late.

feet, until 9 feet of its force had been lost. Everybody felt better. Relief had come. Relaxation followed. News began to come in from every quarter, better and better. Those supposed to be lost were saved, some from trees where they had rested 40 hours, others from house-tops, islands, posts and in fact from everything above water. Cattle, horses and mules, supposed to be drowned were safe on sand hills where they fled at the beginning of the storm. Houses and bridges had stood the test of the trial and while they suffered still they were there. Each day the news has been better, the estimated losses growing less and less. The storm and flood are over and the present citizens, delayed passengers and strangers have seen what they have never saw before and probably will never be seen again, the great flood of '91, when the Colorado river rose 5 feet higher than ever before known. Thus began and ended the hours days

Residences on the hill would be much more pleasant the year around than down in the locality where they were. On the hill the drainage can be perfect, and there need be no nuisances. Water is not so easy to be had and that is a question to be carefully weighed.

Railroad street can never become a popular one for business. It is too narrow and dangerous. The cross streets can be made good so far as they go, but they are short. If Yuma grows to be of any size, as she surely will then the mesa to the west will all be built up. The view from the mesa is very fine. A summer residence there will be very pleasant.

The Losses.

The following list of losses in and near Yuma has been compiled from the assessment roll with the assistance of a prominent attorney and several other gentlemen familiar with property values in Yuma, and while such an estimate is at best only an approximation, it is believed that it will not vary much from the truth.

Dan Ahern $150

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[illegible] the railroad bank at the lowest point next to the prison, but of no vail. The ground was too soft. Prisoners went to work cutting the bank with picks and shovels. In a few minutes an opening was made and the water began to flow through it in to the Colorado. As soon as this was done the water raised no higher, but it was too late.

Thurlow's music hall and residence fell first. An 18 inch levee protected this in '84. Now the water was three feet deep all around it. Next went the old Gates house, and then one by one, often three or four almost at the same time. When the water had fallen not an adobe house from the S. P. hotel up to Levy's big store stood on the east side of Main street and Gila street was nearly swept

The storm and flood are over and the present citizens, delayed passengers and strangers have seen what they have never saw before and probably will never be seen again, the great flood of '91, when the Colorado river rose 5 feet higher than ever before known. Thus began and ended the hours days and nights that tried men's souls and proved the material that goes to make up brave men and noble women.

THE LEVEES,

Were well built. Under the circumstances no one could have done better. Had the water risen no higher than it did in '62 or '84, the levee along the Gila would have held the water, but with a rise five feet higher nothing would

The Losses.

The following list of losses in and near Yuma has been compiled from the assessment roll with the assistance of a prominent attorney and several other gentlemen familiar with property values in Yuma, and while such an estimate is at best only an approximation, it is believed that it will not vary much from the truth.

Dan Ahern	$150
Elena Aguiroz	200
A O U W Building Assn	4,000
H W Blaisdell	50,000
Banegar Brauley	150
Hoo-Boxin	2,500
Luisa Borques	250
Alonzo Bebee	400
J M Molina	25,000
Francisco Beltran	300
P G Cotter	250
Antonio Contreras	1,000
I Cayora	400
A E De Corse	1,000
J M Charcot	650
Sisters of St. Joseph	4,000
Martina Daniel	200

The Flood, a Thing of the Past,
The Arizona Sentinel (Yuma, Arizona),
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THE FLOOD.

The Gila River Never So High Before.

HOUSES WASHED DOWN.

Many Ditches Ruined--Clifton Believed to be Gone.

Particulars of Some of the Damage at Various Points in the Valley--Fences Gone.

(Bulletin.)

The oldest inhabitant is silenced. He fails to name a time when the Gila river was so high as it has been this week.

The high water of last week was repeated and outdone on Tuesday two to one. Monday evening heavy clouds hung over this valley, and in some places the rain came down in torrents. The heaviest rainfall was below Solomonville, and in the foothills of the Graham mountains.

At an early hour on Tuesday morning, about 3 o'clock, people living in the eastern portion of Solomonville, were

DRIVEN FROM THEIR HOMES

by water coming in on them. The Montezuma canal which was in their rear

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had overflowed, and that part of the town was soon submerged. The water reached the saloon floor of Abraham Diaz, was all around the house occupied by Louis Voeckel, and was under the porch of J. T. Fitzgerald's store. It was up into the corner of Solomon's corral and Mr. Solomon's residence and the store was surrounded by water, from ten to twenty inches deep. On the north side of the store the water was running in a strong current and fears were entertained for the safety of the building.

The family was aroused and a wagon and team procured, and all moved out to the residence of Eduardo Carrillo, which occupied higher and dryer ground.

This was before daylight, and not until the sun arose and cast its shimmering light over the vast sea of water could the

FULL EXTENT OF THE FLOOD

be realized.

The river was on a level with the alfalfa fields which lay immediately under the Montezuma canal, and was at least one and a half miles wide, and its roar was almost deafening.

It sounded much like a high wind in a heavy pine forest. The inhabitants were gathered before breakfast along the edge of the water, awe and almost terror stricken at the sight presented. Away over in one of the fields could be seen a bunch of cattle and horses gathered on a single spot of high ground, and Mexican men came wading through the fields in search of dry ground, some with blankets, some with clothes, and one man carried a sack of flour upon his back. It was first feared that lives had been lost, but no information to that effect has been received up to date. There had been but

LITTLE RAIN IN SOLOMONVILLE

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LITTLE RAIN IN SOLOMONVILLE.

but the fall must have been something fearful in the upper country, and the arrival of the stage from Duncan was awaited with great anxiety, for it was hoped that something could then be learned from Clifton, which it was and is still feared has been washed away. The stage came in late, having waited until noon at Duncan for the train which was expected to run from Clifton to Lordsburg on Tuesday. As it failed to arrive, there evidently has been fresh damage on the road, either Monday or Monday night. From the driver, however, it was learned, that the river had been falling at Duncan until Tuesday morning, when it began to rise. This makes it certain that the

GREAT FLOOD OF WATER

that passed down the Gila Tuesday came from the Frisco river and the Blue country, and convinces everybody that the town of Clifton has been washed away.

Mr. James Morris, one of the oldest settlers in the valley says the rise of seven years ago was then said by old native Mexicans to have been the highest ever known, and the water on Tuesday was at least seven feet higher than it was then. Probably even the Aztecs never saw such water in this valley. An evidence of this fact is that the old Aztec ruins, whose location in the valley indicate that they were built with a view of safety from high floods, the highest of them, were on Tuesday three feet under water.

Plenty of evidence is at hand to sustain the belief that

CLIFTON IS GONE.

Tuesday, morning, early, when Mr. J. H. Vaughn was wading the current between his house and San Jose he noticed many oil barrels and whiskey barrels rid-

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CLIFTON IS GONE.

Tuesday, morning, early, when Mr. J. H. Vaughn was wading the current between his house and San Jose he noticed many oil barrels and whiskey barrels riding the waves, and as all was safe at Duncan on Tuesday, they necessarily were washed into the river at Clifton.

Mr. J. H. VanOrder and his neighbors living six miles up the river picked up many articles that were washed ashore Tuesday, which leaves little doubt of the fearful calamity that has been visited on Clifton. Among the articles resecued from the river were-one barrel of whiskey, three cans of coal oil in a case, lumber of all kinds, a piece of rustic work believed to have come from the Clifton depot or Mr. Shennen's house; one side of a freight car was also found and two braces known to have been used as supports to the roof of the Clifton depot.

THE DAMAGE

to the people of this valley will be almost irreparable at this time of the year. Many poor people who had gone in debt for seed to plant crops will not only lose the chance of raising anything this year on their land, but will lose houses, fences, with everything in the way of clothing, blankets and household furniture. The dams have all been swept away, fences gone; many houses also and ditches filled with mud. Many fields are badly washed or covered with sand and mud which will prevent seed already planted from growing.

AT SAN JOSE.

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AT SAN JOSE.

The river broke over its banks at the ranch of Montoya. The first place it struck was that owned by Jose Garcia, where it is believed a 60-acre crop of barley was totally ruined. The land of Pedro Palma was entirely submerged and the entire barley crop, 75 acres, of Amelia E. Valia was badly damaged. The entire ranch of J. H. Vaughn is declared by that gentleman to be destroyed, houses, fences, garden and crops. At 2 o'clock Tuesday morning the people of San Jose saw fires in the foot hills on the north side of the river, and the people on that side evidently had to flee for their lives. Among those are the Sanchez family, Jose Gonzales, Edurado Soto, Carmila Varela, Manuela Cassieas and others. Every ranch on the north side, in the river bottom, was covered with two to ten feet of water.

AT CENTRAL.

The new house recently built by Bud McClintock, north of Central, was washed away. No person was living in it. A good portion of Central was under water and five or six Mexican houses are reported washed down and totally destroyed.

AT SAFFORD.

The house of Thomas Austin washed down about 2 o'clock Tuesday morning. Mr. Austin and family escaped before

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the house fell, but only succeeded in saving their clothes and some blankets and bedding. They were camped all day Tuesday and Wednesday on a piece of high ground on the bank of the sand wash unable to get out. The water came into Safford from the Graham mountains back of Adam Welker's place, passing through Mr. Tibbit's fields and several others, spreading out a quarter of a mile wide. It also went through Judge Blake's pasture. It was also several feet deep around where Judge Blake had 1000 bales of hay piled up. The hay will not be seriously damaged, but will have to be moved at once.

AT THACHER.

There has been several small houses washed into the river and carried away; it is also reported that several head of horses and cattle have been drowned. There are several head of stock that that were driven to high ground by the first flood and are now standing in about four feet of water unable to go to either shore, the river being reported last night to be about two miles wide.

Damage by Flood at Clifton.

Col. Egan, for the past several days visiting in Tucson, received a dispach

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night to be about two miles wide.

Damage by Flood at Clifton.

Col. Egan, for the past several days visiting in Tucson, received a dispach from Lordsburg this morning stating that the iron bridge over the San Francisco river, at Gutherie, had been carried away by the flood, This was a Howe Truss bridge built on natural stone abutments and was considered the finest and most substantial bridge on the road. The iron bridge spanning the same river at Clifton, was forced out of alignment several days since, but as the wires are down it is not known whether or not it finally succumbed to the force of the torrent. It is however known that the R. R. depot, a two story building at Clifton, containing W. F. & Co, and telegraph offices is gone. It was moved bodily down but went to pieces as soon as it struck the bridge, 200 yards below. The Copper Companys dam and flume, built at a cost of $20,000 was also destroyed.

A Mexican was accidently killed at Clifton a few days since.

A drummer by name of Johnson came in from Clifton today. He claims to have been one of the last men to leave the town before the bridge gave way. At the time of his leaving the water had cut away a portion of the town and a further rise would undoubtedly result in great damage to property. At the time the depot was carried away it contained the safes of the railroad and Wells, Fargo & Co, also much other property in the shape of baggage, express matter, etc.

Hon. Geo. Cheyney, Territorial Superintendent of Public Instruction is in town. He reports heavy rain about Tombstone but no damage done.

For the Flood Sufferers.

In response to a call for aid from the sufferers by floods at Yuma and Solomville, a committee of citizens organized yesterday to solicit subscriptions consisting of W. H. Barnes, J. W. Biddleman D. Henderson, Chas. R. Drake, B. C. Parker and F. J. Villaescusa.

The amounts raised are as follows:

Messrs. Drake and Biddleman $170.25.

Messrs. Henderson and Parker $78.50.

Messrs. Barnes and Villescusa $55.00; making a a total of $303.75 in cash.

The committee wired this morning to S. S Gillespie at Yuma, and John Blake at Solomonville, informing them that the citizens of Tucson had raised $150. for the aid of flood sufferers, asking if the money should be sent, or whether clothing, provisions or bedding should be purchased and sent to them.

Local History.

H. S. Gabilondo, L. L. D., is registered at the Grand Central in El Paso. Senor Gabilondo is a lawyer of Magdalena, Sonora, and is as eccentric as his father, Hilario Gabilondo, for many years, and perhaps, still collector of customs at the Mexican custom house at Sasabe, Sonora, between Nogales and the Gulf of California, and who was the officer in command of the Mexican forces who induced Henry A. Crabb and his hundred Californians to surrender at Caborca, near Altar, Sonora, in 1855, and then slaughtered sick, wounded and well, under orders of the late General Ignacio Pesqueira, who invited Gabilondo to come to his (Pesqueira') rescue.—El Paso Herald.

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The Gila Exploration.

We have been kindly furnished by Mr. J. H. Wells, one of the Gila river explorers, with the following interesting narrative of the trip up to the time he left. On arriving at the mouth of the San Pedro, a meeting was held—G. H. Oury was elected captain; a consulting committee of three appointed, and upon being ready to start, the following persons were found on hand:

G. H. Oury, Wm. H. Thatcher, J. Veramender, Samuel Hughes, J. G. Capron, J. Snively, M. Warner, H. W. Burroughs, Frank Easton, J. W. Robberts, R. Draper. A. Lyon, J. Smith, Jas. A. Hastings, E. C. Barker, W. Nichols, Fred'k Martin, James A. Martin, Fred'k Summit, John Drobit, J. H. Wells, Charles S. Hopkins, Calvin Tush, Jos. Fry, Charles Coon, R. Kemp, A. C. Clark, N. B. Eldred, A. P. Bake, D. H. Stickney.

After stating that while on the San Pedro he forwarded other proceedings of the meeting, and a list of the members of the expedition, (which never came to hand,) Mr. Wells says:-

I joined the company, with five others, all of Tucson, and we left for the San Pedro on the 20th of last April, to join the advance party already formed, and camped on that river, waiting for all that might wish to join them, as their number was not supposed large enough for protection when in the home of the dreaded Apaches. We were accompanied by Mr. A. C. Clark

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tection when in the home of the dreaded Apaches. We were accompanied by Mr. A. C. Clark and three others of the old party who had visited Tucson for the purpose of adding to their supplies, and they, by the information they imparted, created considerable excitement, and many, for this little place, determined to join and be of the party, and a day was set when they would all meet on the San Pedro, near the Gila river. They brought in some fine specimens of gold that they had found while prospecting on Mineral creek, a small stream that empties into the Gila, about 22 miles above the mouth of the San Pedro. We took with us from sixty to seventy days' provisions, which we supposed sufficient, knowing if we were successful and found any good prospects, the merchants of this place would soon hear of it, and supply us with all we would need. Our course from here was by the Canon del Oro, and from thence to Leach's Crossing, on the San Pedro. I am satisfied, and many of the party agreed with me, that the above named canon is rich with gold, and all that is needed is a full and thorough system of prospecting, and I hope yet some may deem it of sufficient importance to give it that attention it needs. It is so near Tucson that it can be easily and cheaply worked.

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Tucson that it can be easily and cheaply worked. Very few Indians now visit it. On going out none were there, and on my return I remained there one night alone, near the old upper Indian treaty ground, and none visited me while there. We all reached the camp of the first party on the San Pedro, some 12 miles from its mouth, May 3d, Thursday, well tired out. We all walked, as our animals were heavily packed on starting. The San Pedro valley, from Leach's crossing to the Gila, is a beautiful country; the soil a very rich, sandy loam, and on the banks of the river a great quantity of fine timber, an abundance of water in the river, fine fish, and plenty of game; it is undoubtedly one of the finest, if not the best, in the Purchase, and there is land enough to support a large population. If our government intend to give us another military post, or remove the one we now have, I doubt if a better location could be found.—Many of the most important trails into the Apache country start from this valley, and in fact it is right in the centre of their farming country, and many of them are located on this river, on the Gila near the San Pedro, and the Arivypa; they would be glad to have a post near them. We were while in camp visited daily by

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them. We were while in camp visited daily by large numbers of the Pinal tribe, men and women; many would come and remain all night; they were peaceable, and glad to see the white man, and hoped we would come and live among them; they had no objection to our going into their country, and seemed well aware we were looking for gold, although we did our best to keep that idea from their minds, informing them we were only desirous to see their country; they had now, since the treaty had been made, the liberty of visiting our country, any part of it, and whenever they pleased, and all we asked was the same privilege; and in addition to seeing it, we were desirous to trade with them, if they desired to. Some of the party have brought with them articles to trade with, and although here we did not succeed in making any purchases, as they had but little stock, yet as we advanced into the mountains, those that had manta and beads succeeded better, and several good horses and mules were secured. Nothing of any importance occurred till the 8th, when we moved our camp some 3½ miles nearer the Gila, and camped near the river, under the shade of some large and beautiful trees, plenty of grass, and our stock daily improving; many of the party to-day started out to kill deer, and succeeded, as two very fine ones were brought into camp. A large bear was seen, but did not succeed in securing him. The following day

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we were joined by Mr. G. H. Oury and his party of five men, all well provisioned and mounted, and are now expecting Mr. Kemp and four others from the Colorado river; they are on the San Pedro, at the crossing, and have mining tools of all kinds, and supplies to last them at least four months. They are very much fatigued, and are obliged to travel very slowly.—Mr. Oury learned in Tucson from an Apache that some 25 white men were on the Black river washing for gold. and if so, are supposed to be from the Gila diggings, near the Colorado, and have reached there ahead of us, by a more northern route. All are in hopes it is so, as it will add to our numbers when we reach them, and make us more secure.

May 10th, Mr. Kemp and his party arrived, and this morning we organized, and we remain until the 12th, to give a little rest to those that came in last. We were very much disappointed that Mr. Oury had not succeeded in securing a guide to go with us, as it is of great importance, as not one in the party knows the country; there are many trails, but it is impossible to tell where they lead to, and the different parts of the country we are anxious to reach; we are ignorant of the course to them, and that from the fact that Indians, Mexicans and Americans, that pretend to know, all place them differently. There are three Mexicans in the Purchase that probably know the entire country, as they have been captives among the Apaches. One of them living in Tucson it was impossible to get nothing

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tives among the Apaches. One of them living in Tucson, it was impossible to get—nothing could be held out to him, or any temptation—he was too much afraid, and money was of no use in his case. The second could not be found; the third one, the one we most wanted, as the most capable, as he had passed many years among the Apache Indians, acting as their chief for a long space of time, and possessed of more than usual good common sense, having lived in the country in which gold is found, and has often offered to go with any party and show them where it could be picked up, we could have secured, as he was anxious to go; but upon application being made to the commanding officer of the military post, notwithstanding the importance of opening a country belonging to this Union, and yet almost fiidden to the eyes of the white man, he was refused permission, as he could not spare his private servant, although there were plenty of lazy Mexicans hanging about the post that might have filled his place. A communication was addressed to Capt. R. S. Ewell by Mr. G. H. Oury, asking for the services as guide of the Mexican named Marcial, if he was willing to go, stating the importance of having him: the letter was placed before the

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May 14th, left the Gila, and as we supposed Mineral river course was from south-west to north-east, we took a trail that bore N.W. by N., and hoped we would strike the river about 10 miles from its mouth. Our course was up and down mountains, and after going about 18 miles we made a very beautiful little stream, supposed to be a tributary of Mineral river. We have passed through a country that appears to abound in minerals, many good evidences of fine silver leads, and have no doubt but that silver veins exist here equal to any that has yet been found in this country, and also found some mineral that has the appearance of cinnabar. We did not prospect for gold, for want of water in canons, that looked rich, but where we camped at night we prospected, but found nothing.—Many of the party went out finding mescal, and brought in some fine heads, and made a large hole and fire to roast it, but did not succeed, as one night is not sufficient to cook it, and their labor was lost. The Indians require from four to five days to cook it sufficiently. They appear to live upon it almost entirely, and hardly a mountain exists that grows a head of mescal but you find them gathering it, and fires are to be seen all over, where they are preparing it for eating. Early next morning left this small

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be seen all over, where they are preparing it for eating. Early next morning left this small stream, and the trail carried us up a large canon, and then up and down mountains; at last we lost the trail, and the mountains appeared impassable; we were obliged to return again to get on the trail, when we were signaled by two Indians from the top of a mountain.—Upon calling to them they came down, and for the balance of that day we followed them and ascended a mountain, one of a range of great height, and descended and found ourselves in one of the most beautiful valleys to be found anywhere. The soil was very rich, and plenty of water; we found many Indians living here, and at night were visited by many, anxious to trade. Many Tontos were here, besides the Pinals. They had horses, and they had one black mule belonging to the Sonora Exploring and Mining Company, with [illegible] brand[illegible] on the side of the neck. The valley abounds in wild

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cherry trees, and has been called Cherry Valley. On the 16th we left early in the morning, and was soon out of the valley, and our course, as usual, was over mountains; made a fine stream, which is a tributary of the Salinas; at night prospected, but found no color; all the canons have the appearance of being rich, but the want of water made it impossible to prospect as we go along. Our course the next day was along the banks of this stream, and have crossed it many times. In following this trail its size has increased, and is now about the size of the San Pedro. We here prospected, but have as yet found nothing, but are assured by the Indians we will find plenty on the Salinas river. Many Indians in camp, and we meet with them daily on our way; the mountains are full of them, and their signal fires are to be seen everywhere. They are very peaceable, but fearful. On the following day camped on same stream; the Pinal name for that river is "Sustong," and they call the Salinas "To-tod-gill." Our course thus far has been S.W. We left the Gila about N.E. by E.

May 18th after a long day's journey over a

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May 18th, after a long day's journey, over a more even trail, we have made the Salinas river, and are camped about half a mile from its banks. This is the main head-quarters of the Pinal and Touto Apache Indians. They are here in great numbers: they have many Mexican captives and one Pimo Indian woman; many fine fields of corn and wheat are sowed. This is a fine country, and will produce good crops of all kinds. The Salinas is a large river, and much larger than the Gila; the current is very strong. One of the captains has promised to show us a canon where we will find gold in abundance, and many presents have been made him. On the 19th left camp under the lead of an Apache chief, and many Indians following us; crossed the river about 4 miles from camp, river very deep, and had considerable trouble in crossing. Camped; good grass. That the company might prospect, some nine of us visited the canon the Indian chief had named, some 8 miles distant, and prospected the canon and the river, but only succeeded in finding a few colors. Others took different directions, and returned with same re-

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portance.

May 20th, our course has been almost due east to-day; made a fine tributary of the Salinas; water very good; continued on, and at night again camped on the Salinas. The water of the Salinas is very brackish, but all the small streams running into it that we have made thus far, we found the water very fresh and good. Some of the party have been trading their horses for others with the Indians; to-day many in camp.

This morning, May 21st, Mr. G. H. Oury, on account of ill health, concluded to go in with Mr. John Capron, who was obliged to go on account of business engagements, and were joined by Samuel Hughes. They left us early in the morning, and the balance of the party continued on, and at night made another tribntary of the Salinas, and quite a long stream, and is undoubtedly one of its head tributaries, being almost as large as the main stream; water very cool and fresh. The company organized anew again, as Mr. Oury had left, and elected Mr. J. Snively as captain. Many prospected, but no success.

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the Americans, and the few that have made no treaty are anxious for one, and appear almost as much under its influence as those that are direct parties to it. All depends now how Americans treat them: if they act kindly, and in all their trading operations act honestly towards them, taking no undue advantage on account of power, all will be well, and we will have no cause to regret the treaty that exists between us. W.

From Sonora.

A letter from Ures, just received, says:

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THE GILA GOLD MINES.

From the Los Angeles Star, December 4.

From John Senter, Esq., of San Fracisco, who arrived here from the Gila river gold mines, we have recent and reliable information respecting the prospects of the miners in that locality. As has been already stated, the auriferous deposits are found about fifteen miles above Fort Yuma, on the Gila river. The G ila is a slow, sluggish stream, not running more than from two to two and a half miles an hour, the banks being at least fifteen feet above the river. From the river, a flat extends to bluffs about one half or three quarters of a mile distant, and in this flat the gold is found. It is apparent, therefore, that the great want of the locality is water. Yet with the disadvantages under which the miners labor, we believe they are doing well. The ground is rich; twelve bags of dirt paid $200. Judge Sacket' who is there, went to a place which had been abandoned, and scraping up a little dirt with his knife, cleaned it and obtained $2 for his trouble. There are about twenty persons at work.

There are two ways of bringing water on the mining ground. By lifting it up with steam pumps and throwing it directly on the claims, or by cutting a ditch and bringing it along the side of the bluffs. The formation of the land and the flat, low bed of the river render the latter project difficult of accomplishment, and very expensive, while the former is cheap and expeditious. Until either dlan is adopted, and the water brought upon the mining ground, but little can be realized from the present mode of working, the dirt being carried so far to water.

The extent of the mining ground is not known. There is reason to suppose that it extends for hundreds of miles. From an exploration made by some parties there, gold, silver and copper have been found on the banks of the Gila, 300 miles from the mining ground, the valley presenting no change in formation the whole way up.

Provisions and mining implements are scarce, but large stocks of gooks are known to be on the way to the mines by the way of the Gulf and the Colorado.

The Gila Gold Mines,
Los Angeles Star, December 5, 1858;
Reprinted in the Emporia Weekly News,
January 29, 1859
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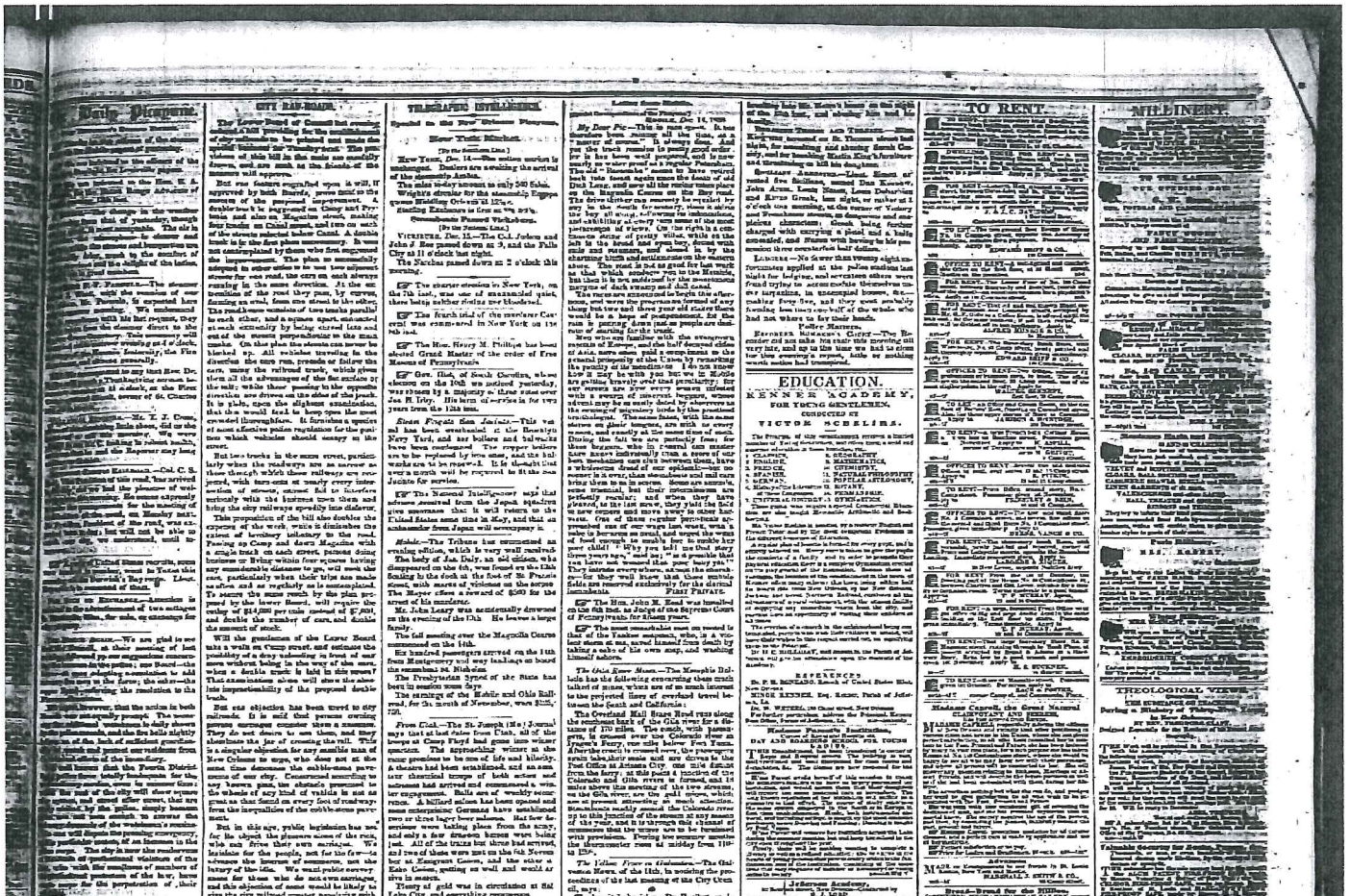

The Gila River Mines,
The Times-Picayune
(New Orleans, Louisiana),
January 12, 1859

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www.newspapers.com/image/

[illegible] saved himself from death by taking a cake of his own soap, and washing himself ashore.

The Gila River Mines.—The Memphis Bulletin has the following concerning these much talked of mines, which are of so much interest to the projected lines of overland travel between the South and California:

The Overland Mail Stage Road runs along the southeast bank of the Gila river for a distance of 170 miles. The coach, with passengers, is crossed over the Colorado river at Iyager's Ferry, one mile below Fort Yuma. After the coach is crossed over, the passengers again take their seats and are driven to the Post Office at Arizona City, one mile distant from the ferry; at this point a junction of the Colorado and Gila rivers is formed, and 18 miles above this meeting of the two streams, on the Gila river, are the gold mines, which are at present attracting so much attention. Steamboats readily ascend the Colorado river up to this junction of the stream at any season of the year, and it is through this channel of commerce that the mines are to be furnished with provisions. During the summer months the thermometer rises at midday from 110° to 120°.

The Yellow Fever in Galvest

The Gila River Mines,
The Times-Picayune
(New Orleans, Louisiana),
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PHŒNIX TO YUMA BY WATER.

The Gila River Navigable?--Arrival of a Skiff and Three Bold Navigators.

Whether the Gila river is available for navigation is a question which was never settled in the affirmative; although the steamboat Uncle Sam used to run up for some distance, and bring down loads of wood. Last week the advocates of navigation of the Gila obtained a solid fact from the arrival here of Messrs. Charles Hamilton, R. W. Jordan and E. R. Halesworth; who built a skiff at Phœnix, at an expense of $10, and paddled it down here to Yuma, with all their accoutrements and *impedimenta*, (classic for "grub and blankets;" see Commentaries; Bell: Gall:) They report the river perfectly practicable for navigation, except at one spot, about ten miles above Gila Bend; there the channel was obstructed by rocks, leaving a passage only some eight feet wide. This obstruction, they say, can be easily removed by a few small blasts. The river would then have easily floated down a flat-boat loaded with grain, pumpkins, or other fruits of the "Orchard of Arizona," and drawing two feet of water. The geodetic distance from here to Phœnix is 170 miles, but following the turns of the river, the actual distance paddled by the aforesaid navigators must have been over 300 miles. In no place is the

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been over 300 miles. In no place is the river narrowed down into anything like a box-cañon; though below Oatman Flat its valley is hemmed in by precipitous walls of basaltic lava. So far as known here, to the three gentlemen named belongs the honor of being the first white men to successfully navigate 300 continuous miles of the Gila river. It is now incumbent upon the enterprising citizens of Phœnix to make a pioneer shipment of produce to Yuma by water. From Yuma, down the Colorado, to tide-water at Port Ysabel, navigation is easy; from there to New York or London, Phœnix has ocean transportation for her products. By demonstrating that she has water communication with the markets of the world, Phœnix can just make Prescott turn green and "bust" with envy; by doing this she can oppose a check to the exactions of the "monster monoply;" if her citizens will not stand the extortionate fares (ten cents a mile by rail, twenty by stage) they can navigate the Gila—or walk.

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EDITORIAL CORRESPONDENCE

The Industrial Situation At Clifton.

Some Uneasiness Is Felt—Work Progressing Rapidly on the Lordsburg & Hachita Railroad

Clifton, Arizona, Jan. 18—There is the same feeling of uneasiness in this camp that now prevails in all the copper camps in the country. There has been a slight reduction in the output of the Arizona Copper company, but so far there has been no "draft" made on the working force. Supt. James Calquhoun wears his usual pleasing smile and whatever of doubt and uneasiness that may be occupying his mind he is not wearing any sign of it and his joval and kind disposition is the same as when copper sold at 17 cents a pound and the A. C. copper shares were worth $58.50. The Arizona Copper company has one of the best and most modern reduction plants in Clifton to be found anywhere, including a leaching plant which has been in successful operation for seven years. The A. & N. M. railroad which has formally connected with the Southern Pacific at Lordsburg was changed from a narrow to a standard gauge last year which will materially lessen transportation expenses. It is safe to say that this company is now prepared to produce copper at as low a price as any concern in the country. This is believed to be true, notwithstanding the fact that the ores treated are very low grade—lower grade than were ever treated in the camp.

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All the new enterprises are continuing their development work on copper mines, with no visible disturbance because of the tumble in the price of the red metal. There are several new companies that have headquarters at Clifton. The Shannon Copper company is one; the Clifton Consolidated is another; the Standard company is another; the Santa Rosa is another. The Shannon company is erecting their reduction plant on a splendid site on the 'Frisco river, just below South Clifton. Mechanics are pushing the iron work with all possible speed. This company owns some of the best mines in the district and has been a general favorite from the time it secured the well known Hughes and Shannon mine at Metcalf. The stock of this company was put on the market at $2.50 per share, the par value of which was $10. As the development work progressed on the mine this stock steadily advanced to $20. Hon. C. M. Shannon, who sold the mine to the Shannon company, is now in Boston to confer with the directors of the company. He is to receive $125,000 as his part of the purchase money and besides he holds a large block of the stock. No one doubts the success of this company, even with the price of copper permanently at 10 cents.

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The Clifton Consolidated company, under the management of Mr. L. A. Dunham, is an English company, owning a group of promising copper claims above Clifton, on the Frisco. Mr. Dunham has done a large amount of development work on these claims and is using modern machinery and a force of thirty to forty men. The Santa Rosa comapany is practically a home company and the stock is held by local men. Joe Tanner, who owned the mines before the organization of the company, is the president. The mines are located near Metcalf and are easily accessible to the Coronado railroad. The Standard company is also

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pushing work on some valuable claims on Chase Creek. Pink Leonard is president of the company.

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The Home Copper company is another new one in this section, with headquarters at Morenci. Johnny Velton is president, Dr. Tuthill is vice president and John Molder, the original owner of the claims being worked, is general manager. Development work has been going on steadily for six months and a most excellent showing has been made. Recently a large gold ledge has been prospected which has attracted much attention and brought this property into greater prominence than ever.

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Clifton will soon have one of the handsomest and largest school buildings in the Territory of Arizona. It is located in North Clifton and will, when completed, be presented as a gift to the school district by the Arizona Copper company.

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Work is being pushed on the Lordsburg & Hachita railroad, which is a continuation of the A. & N. M. railroad to a connection with the El Paso & Southwestern at Hachita. It is expected that trains from Clifton will run through to Hachita sometime in March. The connection between Deming an Douglas will not be made long before the Clifton train puts in an appearance. When these connections are made Clifton, Morenci and Bisbee will be real close neighbors.

• • •

Clifton will soon be well supplied with banks. The First National has recently been reorganized with J. N. Porter, who is president of both the Bank of Globe and the Bank of Safford, as owner of most of the stock. E. M. Williams, store manager of the Arizona Copper company, is president. A gentleman from Texas is to be the new cashier. The Gila Valley Bank and Trust Co., of Solomonville, will soon open a bank at Clifton and also one at Morenci. Mr. A. G. Smith, who has been cashier of the Gila Valley Bank at Solomonville, for two years will have charge of the bank at Clifton and also general supervision of the banks at Solomonville and Morenci. Mr. Chas. F. Solomon will be the cashier at Solomonville; it is not yet known who will be at the cashier's window at the Morenci bank.

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be at the cashier's window at the Mo
renci bank.

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It is announced that all the adob
huts between the company store an
the depot in Clifton are soon to be tor
down and some substantial building
will take their place. Among th
probable buildings is an attractive on
for the First National Bank. Her
would be an ideal location for a firs
class hotel building, and Clifton, lik
almost every other town in Arizona, i
sadly in need of a good hotel.

Suicide Over Defeat

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THE RAGING SANTA CRUZ

The Fixing of Responsibility for the Recent M. & P., Trouble.

The raging Santa Cruz that formerly confined its spectacular exhibitions to the amusement loving public of Tucson has extended its field of operations and it is that stream that is now making things lively for the M. & P. & S. R. V. railroad company. The Santa Cruz running northwest from Tucson crosses to the north side of the Southern Pacific track somewhere west of Picacho station, or rather it gets lost in the sand somewhere in that vicinity and only comes to the surface again in spots between that point and its junction with the Gila near the west end of the Salt River mountains. Most people imagine that the M. & P. only crosses two rivers but there are times when the Santa Cruz rises up and demands to be counted. This is one of those times. For a great distance its channel is not well defined and as the map credits it with no channel in those parts it feels at liberty to make one wherever it wants to.

The present washout was caused by the raised waters of the Santa Cruz working their way through the M. & P. roadbed in a new place or several little places. The water kept coming till Wednesday afternoon though there had been no rain there for several days. In order to repair it properly it was decided to place piles under the

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breaks in many places so it may be assumed now that the M. & P. has a new bridge on its hands. In fact it looks now as though in a few years the company would have the whole desert bridged in which event it can laugh at the cloudbursts and storms.

The repairs were sufficiently advanced yesterday to allow trains to cross shortly after noon and the regular train due in the morning got here between 2 and 3 o'clock. But it brought only delayed mail and baggage and western mail as the train from the east was delayed by washouts in the vicinity of Cochise station and did not reach Maricopa till mid afternoon. A special was then run over to bring in the Paul Gilmore company and the passengers and mail from the east. It was also a coincidence that the train from the east was late at Ash Fork yesterday so there was no mail yesterday morning from the east.

Last night's outgoing M. & P. train was an unusually large one as the special stock train did not get out yesterday and about twenty cars of cattle were taken on the regular train in addition to the usual amount of other freight. But the road is now open again and traffic resumed. Superintendent Bicknell, who has been at the scene of trouble returned home again yesterday afternoon.

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HE CHICAGO TRIBUNE: SATURDAY, OCTOBER 2

THE RAILROADS.

Peace Proclaimed and the Passenger-War Ended.

Old Rates Restored and Outstanding Tickets Interchangeable.

History of the Rise and Growth of the Southern Pacific.

Progress of the Work and Connections to Be Formed at El Paso.

PEACE PROCLAIMED.

The great conflict between the Wabash and the other Western railroads from this city which in the space of one week forced passenger rates to and from all Western points down to the lowest figures ever experienced in the history of railroads in this country, and which threatened to spread to the freight traffic and cause havoc with this branch of business also, has come to a sudden end, and thus the danger of a general disruption of railroad business has been averted. The Presidents of the various roads interested in

less than the low rates announced the day before. A private dispatch from Kansas City gives the following account of the excitement created there by this action:

"Intense excitement was created here today over the cut in rates by the Chicago & Alton. The rate from Kansas City to Toledo is not only $1.85, with corresponding reductions to New York and all other Eastern cities. The Toledo rate has not been met by any other line, but the Missouri Pacific is meeting the new cut to Indianapolis, Cincinnati, Pittsburg, Baltimore, New York, etc. All of the principal lines east of St. Louis are participating. Travel to St. Louis via Chicago & Alton was so heavy that the sale of tickets was discontinued at 4:30 o'clock p. m. All lines here think that the Alton's cause is just, and all unite in the hope that it will come out on top."

Had the trouble not ceased last evening several of the lines east from this city would have joined the fracas. The request of the General Passenger Agents of the trunk lines published yesterday, asking the roads centering here to keep out of the fight, contained the following advice to the lines leading east from here not yet published:

"And we now ask that you agree to maintain the Convention rates in your own office, and that you confirm our message to your Western Conventions, and take measures to secure their coöperation in carrying our request into effect."

The Eastern General Passenger Agents in accordance with the above advice, met here yesterday morning, but were unable to agree upon concerted action. Several of them decided to join the Alton, and sent an answer to the trunk-line agents to the effect

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THE SOUTHERN PACIFIC.

Special Correspondence of The Chicago Tribune.

SAN FRANCISCO, Oct. 5.—The extraordinary growth of the European and American railway systems during the last decade has been one of the greatest wonders of the industrial and scientific world. It is scarcely more than a half century ago when a member of the English Parliament, while discussing the project of Robert Stephenson to construct a railway for general transportation purposes, ridiculed the idea of carriages being drawn by machinery at all, and was warmly congratulated by his colleagues on the conclusion of his speech, as follows: "Why, these lunatics claim that they can gallop at the rate of twelve miles an hour, with the aid of a devil in the form of a locomotive, sitting as postillon on the fore horse, and an honorable member sitting behind him to stir up the fire and keep it at full speed. I have shown that they cannot go six miles an hour, and that we can keep up with them with the canal." In spite of such declarations that traveling by balloons

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was finally driven by the latter gentleman, behind which was a train of thirty-eight vehicles, at the rate of twelve miles an hour, over the Stockton & Darlington Road. This wonderful feat, accomplished amid discouragements and drawbacks of the severest kind, soon was heralded as one of the proudest conquests of mind over matter, and henceforth railway construction became the key to national prosperity and individual wealth. Although there were tramroads in use in the coal regions of this country as early as the beginning of the eighteenth century, yet the first use of the locomotive was in 1829, on the railroad built by the Delaware & Hudson Canal Company, and extending from Homesdale a considerable distance to the mines. The era of railway building then begun has since progressed with such rapid pace that at present the Western Continent is spanned by a network of lines, and the total road in operation in the United States alone on Jan. 1, 1880, aggregated 86,497 miles. Nor is this era of gigantic operations likely soon to end. The *Railway Age* of a recent date gives a list of 287 new enterprises and extensions, aggregating 20,000 miles in length, now in progress of construction in this country alone, and these when completed will render still more the vast territory a centre of great agricultural and industrial wealth. Of these extensions probably that one which is backed by the greatest amount of capital, and which is destined to

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South and East.

The Southern Pacific Railroad may be said to be the offspring of the Central Pacific. The greater part of the former road is operated and controlled by the management of the latter, and the same Directors, shareholders, and enormous capital are mostly at the head of both. The question of overland transportation by rail was agitated as early as 1836 by John Plumb, ten years later by Asa Whitney, and still more recently by Benton, Fremont, Sargent, Jeff Davis, and others, but it was not until long after the discovery of gold in California and near the time of the commencement of the Civil War that decisive steps towards the construction of the Central and Union Pacific Roads were taken. It was not until May 10, 1869, that the last spike was driven which connected California with the East, and shortly after the organization of the present Southern Pacific corporation was effected. This was done by the consolidation of the Southern Pacific, organized several years before, the San Francisco & San José, Santa Clara & Pajaro Valley, and California Southern into one company in October, 1870, and afterwards the Southern Pacific Branch, Los Angeles & San Pedro, and other lines

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Territorial Legislature. The funds necessary for construction are obtained from private capital and Government sources. The capital stock as authorized by the original articles of incorporation was $38,000,000; while that authorized by the votes of the Company was three times that sum. The total amount of capital paid in as per books of the Company is $36,763,900, and the average amount per share still due thereon is $82.55. The total number of stockholders is thirty-three, of whom twenty-eight reside in California, and the total amount of stock held in California is $31,299,100. The total amount of the gross debt liabilities, including funded and unfunded debt, is $30,804,710, and the total net debt liabilities $30,572,651. The total cost of construction to Jan. 1, 1879, in California was $64,935,247, and the total equipment to same date $1,780,030, making the entire amount of property in the State $66,715,277. The total income derived during the year ending with the above date, together with $3,313,200 from rent for use of road and equipment leased, was $4,327,086, while the total expenses were $2,546,112. The

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the vine, orchard, and grain lands of the foot-hills corresponding with those of Germany, Austria, and France; and the timber-lands of the mountains corresponding with those of Maine and the European countries on the north. The same alternation of bleak desolation and luxuriant vegetation is true of the land-grants in New Mexico and Arizona. According to a recent communication in one of the city papers, the capabilities of the soil upon the southern border was before summed up by the writer as follows: Agriculture is carried on in the Territories named with more scanty success than in California. Owing to scarcity of water for irrigation, want of transportation, and insecurity of life on account of Indian outrages, Arizona and New Mexico are yet in the infancy of their growth, but with the completion of another through line to the East more systematic improvements and permanent developments will be made. From Yuma as the Colorado is ascended, on both sides of the river are areas at intervals well suited for the raising of grain and fruit, while along the Gila and its branches,—the main stream having a course of several hundred miles in Arizona,—there is estimated to be water sufficient in the channel for the irrigation of nearly a million acres. In the Valley of the Santa Cruz, of the Colorado-Chiquito, in Yavapia and Moyave Counties, and in other localities, excellent agricultural, timber, and grazing lands are found, and these will be still more valuable as the railroad makes them more accessible. Irrigated lands in various sections of Arizona have been known

more regular than the line in California. To Adonde the Gila River is followed, the river bottom from two to five miles in width, and with very little cultivated land, and beyond is the Gila Desert, a vast section of land with little vegetation save greasewood, ironwood, sage-brush, mesquite, and inhabited solely by owls, lizzards, tarantulas, rattlesnakes, and toads. Twenty-six miles from Adonde Mohawk Summit is reached, and to the east the entire surface of the country is underlaid with lava, which, when exposed to the air, is soft and can readily be broken into pieces in the hands. Hence to Maricopa, a distance of 156 miles from Yuma, the same alternations of desert with fertile spots continue, and from this point the railway managers have in contemplation the construction of a branch road a distance of 160 miles to Prescott. At present the immense freighting business between the mines of Northern Arizona and the railroad is carried on by means of teams, and many delays and difficulties are necessarily encountered. To Tucson from Maricopa 125 miles, thence to El Paso 441 miles, the country is peculiarly adapted for the construction of a railroad. Here the Cordilleras, the Sierras, and the Rocky Mountains combine, and fall off east and west into a plain more or less level. This fact was early noticed by Whitney, Parke, Humphrey, Browne, and other well-known Government surveyors and explorers, and the conclusion reached by all is that the Southern Pacific route across Arizona, both as regards climate and topography, is at once practicable and easy of ac-

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sections of Arizona have been known to produce two crops of grain and several of alfalfa each year, and sections such as that belonging to the Pima Indians, and fields in the Santa Cruz and San Pedro Valleys and about Tucson, are known to have been cultivated from 200 to 300 years. The water from the streams fertilizes and restores the soil. The Valley of the Gila, under analysis, shows more phosphates and other fertilizers than the Valley of the Nile. It is estimated that there are about 2,800,000 acres of land in Arizona of the best quality, with water sufficient for irrigation, while there are are probably not more than one-fiftieth of that amount under cultivation. By means of artesian-wells, probably from ten to twenty million acres more could be reclaimed, and much of this reclamation will be effected when railroad transpation is more completely afforded.

The Southern Pacific system is but little inferior to that of the Central Pacific in length and in its multitude of connections. Of the 713 miles of the former road between San Francisco and Yuma, not less than 552 miles is operated by the Central Pacific, leaving the northern division from San Francisco to Tres Pinos and Soledad under the control of the Southern Pacific itself. So largely has the Southern Pacific contributed to the Central Pacific system that the managers of the latter road, including the 300 miles from Casa Grande to the scene of their present operations, control no less than 3,882 miles of road, to which, if 650 miles of steamboat route be added on the Sacramento, San Joaquin, Colorado, and other rivers, the total is 4,532 miles of transportation under one general management, as there are nominally several companies. While the real Southern Pacific runs from San Francisco via San José to Tres Pinos, yet to reach the southern part of California the Central Pacific is taken to Goshen, where the main line of the Southern Pacific is intercepted. The line

play, is at once practicable and easy of accession, and is likely to open up a section of great agricultural and mineral wealth. The mineral resources are not less important than the agricultural. While iron, copper, lead, coal, oil, and other mineral products are found at various points between Southern California and Texas, yet the gold and silver mining interests of the southern border will in the near future form the great revenue of the railroad, and will contribute most largely to individual and National wealth. Prof. R. W. Raymond reports that, lying east of the California zone along the east base of the Sierras, and stretching southward into Mexico, is a chain of silver mines containing comparatively little base metal, and frequently included in volcanic rocks. Through Middle Mexico, Arizona, and Nevada is another line of silver mines; through New Mexico and Utah is still another zone of argentiferous galena lodes. To the east again the New Mexico and Colorado belt is extremely well defined, and there is found a continuous chain of deposits. It has been proven that silver mines of great value exist in the Organ Mountains, in the valleys of the Rio Grande, Mimbres, San Pedro, and Gila Rivers, in the mountains south of Tucson, and, judging from geological formations, it is surmised that rich deposits will be found in the branches of the Colorado of the West and the Gila, which take their rise in the mountains of the north. It was a favorit theory of Humboldt that the proportion of silver in the ore deposits of Northern Mexico would be found to increase towards the north, and the distinguished metallurgist, Howe, gave as the distinguishing feature of silver mining in Arizona the superior richness of the ores over those of Central Mexico, as well as their geological position. The product of the Arizona mines for the year ending Jan. 1, 1880, was 662,373 tons of ores and base bullion, with a value of $1,942,403, while that of New Mexico was about one-third as much. The northern States of Mexico, which are also adjoining to

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to Goshen, where the main line of the Southern Pacific is intercepted. The line runs hence to Yuma in three divisions, and the same passes through a great variety of scenery and climate. The elevations vary from the tops of mountains several thousand feet high to the Colorado Desert, several hundred feet below the level of the sea. Everywhere there is a strange blending of agricultural luxuriance and wild desolation. The road is the great outlet for Southern California. This section of the State embraces nearly one-third of the entire area, and three-fourths of this 50,000 square miles of land is suited for agriculture or grazing. Across the great San Joaquin Valley the eye rests upon a succession of suburban villages and immense areas of orchard and grain lands, and the beautiful crops send joy to the heart of the husbandman and farmer. Nowhere else in the world is farming carried on on such an extensive and scientific scale. A certain writer once said: "Nature or Nature's God has done ninety-nine parts towards making this valley one of the richest agricultural districts in the world; can man supply the small remaining fraction?" This is being rapidly done by the aid of irrigating ditches and other improvements rendered possible by the construction of the railroad, and in return a bountiful freight and passenger traffic is afforded. About 200 miles in length by thirty miles in width, comprising near 6,000,000 acres of the best agricultural lands in the State, besides near a million acres of tules and salt-marsh lands, which when reclaimed prove to be the most fertile lands in the world, the entire extent of this famous valley embraces portions of nine counties, and the whole is far richer and larger than certain Kingdoms of the Old World. The extent to which irrigation is carried may be learned from the fact that one canal, the San Joaquin & King's River, is six feet was about one-third as much. The northern States of Mexico, which are also adjoining to the railroad, are especially rich in gold and silver, and with the introduction of improved machinery the future production will be largely increased.

At present the Southern Pacific scene of operations is at a point less than 200 miles from El Paso, and near the boundary-line of New Mexico and Arizona. On the 24th of August all the difficulties met in the Dragoon Mountains had been surmounted, and it was estimated that the line would reach El Paso, 200 miles distant, in 100 working-days. The country being as level as an Illinois prairie, any number of men can be utilized in track-laying and grading, and the work progresses with clock-like precision. On the 24th of August there were 12,200 feet of steel-rails laid; on the 25th, 11,600; on the 26th, 12,800; and on the 27th 12,000 feet. On the 15th of September the first regular passenger-train ran through to San Simeon, a station 190 miles distant by rail from Tucson, 1,168 miles from San Francisco, and 4,814 miles from the City of Halifax, in the Province of Nova Scotia, the eastern terminus of the North American system of railways. Since Jan. 26, 1880, the Company have constructed and put in first-class working order about 200 miles of steel-rails, a feat seldom equaled in the history of railroad-building. Where the line will go after reaching El Paso has not yet been determined. Whether it will be continued to the Gulf, or depend entirely upon a connection to the south, is not now known, still the country eastward is none the less inviting than that which the road has already traversed. The general characteristics of Texas are its rolling prairies, where vast herds of horses and cattle graze through the year; its desert plateau in the west and its lowlands in the south. The present objective point, however, is El Paso, and all further scheme are

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The extent to which irrigation is carried may be learned from the fact that one canal, the San Joaquin & King's River, is six feet deep, sixty-eight feet wide, and 100 miles long; and the production may be inferred from the amount of grain carried by the railroad during 1878, which was no less than 98,726,859 pounds.

From the San Joaquin to the Colorado the Goshen Division of the Southern Pacific Railroad is completed forty miles, and is designed to connect with the Southern Pacific proper, now completed to Tres Pinos, 100 miles southward from San Francisco. This division runs through what is known as the Mussel Slough country, where at present a spirited contest is raging between the settlers and the railroad for the possession of the odd numbered sections of land. Stories are told of land in this section yielding $250 per acre: of five crops of alfalfa being raised in one year; of fruits and vegetables of enormous size and weight. At Goshen the Tulare Division begins and extends 141 miles to Mojave. This division runs through Tulare, within seven miles of the largest lake in the State, and also through Kern Valley, where farming operations are on a scale only second to that of the San Joaquin. This may be inferred from a single ranch situated nine miles from Bakersfield which contains only 7,000 acres, yet has two artesian wells flowing 80,000 gallons per day in addition to 150 miles of canals and irrigating ditches. The owner of this same ranch is said to have the largest plow in the world, weighing something over a ton, hauled by eighty oxen, cutting a furrow five feet wide and three feet deep, and moving eight miles per day. In this division of the road are some of the grandest engineering triumphs of the world. The Town of Caliente is 1,290 feet above the level of the sea, but within a distance of

horses and cattle grazed through the year, the desert plateau in the west and its lowlands in the south. The present objective point, however, is El Paso, and all further schemes are in abeyance until that point be reached. The sleepy old Mexican puebla, which has hitherto depended for support upon the fruitful valley of the Upper Rio Grande, is putting on a new appearance in anticipation of its future glory, and the town promises ere long to be a second Indianapolis or Denver. After the completion of the road to the Rio Grande intimate connections will be formed with roads leading to the South and East, and a new era of prosperity on the southern border will be inaugurated. At the California end will be close connections with the great Central Pacific system, and thence with the Union Pacific and Iowa syteins to the East. The line running through California parallel to the ocean will make connections easy by steamer with Asia, Australia, New Zealand, Central and South America, and with the northwestern section of this country by way of the Oregon lines and Northern Pacific. Connections will be had with the interior of Mexico and Gulf of California by means of the Sonora Railway through Chihuahua and Sonora to Guyamus, and probably in the near future by a line from El Paso to the City of Mexico itself. The Southern Pacific will connect with the Texas & Pacific and Galveston & San Antonio Roads, now being constructed from the Gulf, thus forming a short and easy route to Galveston, New Orleans, Mobile, and other cities of the Gulf and Atlantic seaboard in the Southern States. There will also be a connection with the Atchison, Topeka & Santa Fé early in the spring of 1881, and thence with the railways centering in Kansas and Missouri, to St. Louis, Chicago, and New York. Finally, the Southern Pacific will connect with the Kansas, Colorado, and Jay Gould system

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The total land subsidy to the Southern Pacific corporation in California was 12,800 acres per mile for a distance of 942 miles, making a total of 12,057,600 acres. Of this amount 1,518,933 acres were reserved by the Government, making a net total of 10,538,667 acres, which, at the Government value of $2.50 per acre, aggregates $26,346,667. In addition there was donated by the City of Los Angeles fifteen acres with an assessed value of $10,450, and by the State of California one-half interest in sixty acres of land at Mission Bay, San Francisco, with an assessed value of $286,-345. The total lands sold to Jan. 1, 1879, was 274,882 acres, at an average price of $3.54 per acre, the value of all being $973,082. After the Southern Pacific line had been authorized to connect with the Texas & Pacific at Yuma, on the Colorado River, a bill to allow the former Company to go to a point 100 miles west of El Paso was formed. By this bill each company would acquire the land and franchises of so much of the line as each constructed, and there was also proposed a guarantee by the United States of the interest on the 5 per cent bonds for fifty years at the rate of $35,000 per mile. The land-grants in California cover some of the best sections

The Railroads,
Chicago Daily Tribune (Chicago, Illinois),
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is rich and with sufficient moisture would be as fruitful as the most favored parts of California. The delta between the Gila and Colorado, which is the very heart of the section, seems once to have been the bed of the rivers that now inclose it, and wherever the eye can reach is nothing save rock and drifting sand, except the mesquite shrub, the cactus, and palm near 100 feet in hight. Near Fink's Springs a descent of 263 feet below the level of the sea is attained, and not again until the Colorado is reached do signs of agriculture and civilization reappear. Fort Yuma, where the Colorado River is crossed, and where the Southern Pacific Railroad of Arizona begins, contains a mixed population of about 1,500, and is probably the hottest and dryest place on the American Continent. The mercury often marks 125 degrees in the shade during the summer, and the average rainfall is only three inches per annum. The Colorado at this point is about 300 yards in width, and flowing from the north here forms a junction with the Gila flowing from the east. The streams are navigable a considerable distance from their mouth, and the steamers are owned by the railroad corporation.

The Southern Pacific Line in Arizona is

(6) It will materially enhance the postal and telegraphic service of the Government, and aid in the administration of the courts in the Southern Territories.

(7) It will be a powerful factor in the solution of the Indian question, and effect a great saving to the Government in the transportation of troops and supplies.

(8) It will utilize capital now withdrawn from the protective interests of the country, and be a general incentive to industrial growth on the Southern border.

(9) It will have a tendency to reconcile the interests and harmonize the sentiments of the various sections of the East and West, and thus advance towards a future of National prosperity and wealth.

A. R. WHITEHILL.

The Democratic Cherry-Tree.

Columbus (O.) Journal.

While Charles Francis Adams was walking on the Boston Common on Wednesday he caught Ben Butler with a hatchet in his hand, partially concealed behind his back, while the Democratic cherry-tree lay prone upon the ground. Mr. Adams was too full for utterance, but Ben understood the meaning of that awful frown, and said deprecatingly: "Please, sir, 'twan't me,—it was Bill English."

The Railroads,
Chicago Daily Tribune (Chicago, Illinois),
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THE ROAD TO GLOBE.

A gentleman who has for years resided on the Gila river, and who is familiar with all the topographical features of the country between Tucson and Globe, has kindly furnished the data for the following information concerning the proposed new wagon road to Globe. His ideas of the route is based upon the supposition that the road should be built for the benefit of Tucson, and therefore the shortest practicable route for a good road should be selected.

Leaving Tucson, he would proceed around the point of the Santa Catalinas, about two miles beyond the junction of the Canyon de Oro road, where he would turn a little to the right and follow in direction of Table Mountain a ridge or mesa that will scarcely require any labor to construct a road over. This direction will take one to the Old Camp Grant wash, through which some work will be necessary to provide a permanent road to Old Camp Grant. Thence proceed down the San Pedro for seven or eight

The Road to Globe,
Arizona Weekly Citizen,
April 1, 1883

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to Old Camp Grant. Thence proceed down the San Pedro for seven or eight miles, where a natural ford exists, available at all seasons except during extreme high water, and, crossing, proceed directly north across the Gila, by a similar ford, where two routes to Pioneer present themselves. The one, a direct road over the hills, which would cost from $5,000 to $8,000, or a somewhat longer road by easier grade up the river and around the mountains. He thinks the bulk of the cost of the road will be between the Gila river and Pioneer, and that it ought to be made a toll road and kept in good repair by a company.

This route, he says, will, in reaching the Gila, save fully twenty five miles over the proposed route by Willow Springs to Putnam's, and from the Gila to Pioneer, the suggested route would save more than half that number of miles, besides giving a far better road.

He is also of the opinion that if the road from Tucson be constructed by way of Riverside, it will serve simply to improve the road for the Globe freighters to Ca-a Grande, and not deflect their custom to Tucson.

As this question is now being agitated it should be carefully considered, and a road constructed by a route that will bring the largest bulk of trade to Tucson, regardless of all other considerations. No great work can be accomplished without some individual dissatisfaction, but for the sake of the public good, whichever route may be selected, let all work harmoniously to accomplish the good work.

The Road to Globe,
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THE WASHOUTS SERIOUS

The Gila River Continues to Cut Into the Railroad Track

Globe is confronted with serious railroad conditions, reports received this evening from the damaged section between the Gila river and Fort Thomas being more discouraging than ever. There are 8000 feet of shoofly to build between San Carlos and Geronimo and a washout occurred between Geronimo and Fort Thomas last night.

There was also trouble reported at Black point, where there is a washout of moderate size. Under favorable conditions it will take from five days to a week to close these breaks, and should the Gila continue to run wild there is no telling how much more damage may be done to the tracks.

Chief Engineer McClure is at the front directing a large gang of men, and Dr. L. D. Ricketts, of the Old Dominion Copper company, has been at the scene with a force from Globe, assisting the railroad company to repair its tracks.

The railroad company will try to make a transfer of passengers and mail on Saturday, provided they are able to obtain an engine from the Southern Pacific.

The Washouts Serious – The Gila River Continues to Cut Into the Railroad Track,
Arizona Silver Belt, March 23, 1905
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http://www.newspapers.com/clip/479277/el_paso_herald_november_15_1905

scenes of mining operations by the Spaniiards. The ores from these places were taken to Tucumcacori on the river bank, where they were smeltered under the shadow of one of the early mission churches.

Transportation.

Until within the past 20 years Arizona was cursed by the murderous Apache, who made mining and prospecting well nigh impossible. The cost of transportation was so great, and it is so today in many parts of the territory, that it was and is a great disadvantage. This difficulty has been remedied to a very great extent in recent years, however, by the branch lines of the great Southern Pacific and Santa Fe systems and the strictly mining railroads which the large mining concerns, notably the Phelps-Dodge company, have been forced to build for the accommodation and building up of their immense mining industries. The most notable instances of railroad building in connection with these industries are those at Douglas and Bisbee, Clifton and Morenci and Globe—all in Arizona—also in other parts of the territory. The stupendous scale upon which mining is now done in Arizona by enormous capital necessitates absolutely railroad transportation and if the great trunk line companies in that territory won't build them the big mine operators do it themselves. The ordinary conservative railroad man is too slow for the progressive, wide-awake, pushing mine operator of the type which has made the Arizona of today the wonder of the mining world.

Transportation,
El Paso Herald,
November 15, 1905
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http://www.newspapers.com/clip/332952/the_arizona_sentinel

TRANSPORTATION.—An important factor in connection with the early ripening of horticultural, viticultural, and agricultural products is the question of easy and rapid conveyance to prominent market centers east and west. The Southern Pacific railroad, one of the largest transcontinental lines in America, passes through the city of Yuma, runs through the Gila valley as far as Adonde, a station some 30 miles east of Yuma. It then passes upon the mesas south of Gila river, the track extending upon the average not more than 5 miles from the river until the county line is reached. Thus is afforded convenient egress from any section of the valley and direct communication from thence to all parts of the United States.

Other railroads have been surveyed along both sides of the river. The direct broad-gauge line to San Diego, which heretofore has been a matter of conjecture, will, beyond a doubt, soon be a reality, one of the results of the settlement of the vexed grant question, mention of which will be found elewhere in this article.

The Colorado river, being navigable, affords transportation by light-draft river steamers, northward from Yuma to the Needles, where connection is made with the Santa Fe Pacific, thence on to the Grand Canyon of the Colorado, and southward from Yuma to the Gulf of California. The Colorado Steam Navigation company is now constructing in Yuma a new light-draft steamer to make regular trips up and down the Colorado river. The new boat is to be known as the "Cochan," and since the recent rich mining discoveries and the marvelous irrigation and agricultural developments have been made up and down the river, the glory of the old steamboating days (when the supplies for all Arizona were boated up the river) is expected in part to be revived.

Transportation,
The Arizona Sentinel (Yuma, Arizona),
June 13, 1900

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WATER FAMINE IN ARIZONA.: Cattle Perishing by Thousands and Crops a Total Loss.
The Washington Post (1877-1922); Jul 14, 1900;
ProQuest Historical Newspapers: The Washington Post (1877-1996)
pg. 4

WATER FAMINE IN ARIZONA.

Cattle Perishing by Thousands and Crops a Total Loss.

Los Angeles, July 13.—Reports from the drought-strivken sections of Arizona are to the effect that every water hole and most of the wells have gone dry. In consequence cattle are dying by the thousands, and their shrunken frames dot the desert country of Pima, Pinal, Santa Cruz, Yuma, Cochise, and parts of Maricopa counties. Rarely in the history of the Territory has the water in the Gila and Salt rivers been so scarce. Not a drop is reported in the Gila, and there is none in the San Pedro from Benson to its confluence with the Salt River above Phoenix.

At Casa Grande the immense reservoir is dry, the supply having long since been exhausted. Crops of alfalfa, barley, and wheat between Florence and Casa Grande, as well as on the Indian reservation at Sacton, where the Pimas dwell, are beyond hope. Added to this is the destruction of timber by the forest fires, which range in the Santa Catalina Mountains.

Another International Romance.

Philadelphia, July 13.—On the steamer Belgenland, which has just arrived in this port, was a young German girl, Dorothea Johnson, who has come to America to marry P. W. Hansen, of Granville, Iowa, a man whom she has never seen. Hansen is a farmer, who recently decided that he would like to be married. His father wrote to an old friend in the fatherland to select a bride for his son, and Miss Dorothea, who is only eighteen years old, was chosen. After a correspondence of some months, she expressed her willingness to become Mrs. Hansen. Miss Johnson is accompanied by her younger sister. The immigration officials were on the lookout for them, and when they reached this city they were taken to the Pennsylvania Railroad station and placed on a West-bound train.

Mishap at a Lodge Initiation.

Philadelphia, July 13.—Thomas White, thirty-four years old, is suffering at the Episcopal Hospital from a triple fracture of the shoulder blade, caused by an accident during an initiation at Pride of America Lodge, Foresters of America, last night, at the latter's hall. White, with several other men, compose the degree staff of the order. To properly impress new candidates with their work, the members of the degree staff assume different characters. Last night White was the "big Injun," and was made up accordingly. During the administration of the first two degrees everything progressed smoothly, but while the third degree, which calls for vigorous work, was in progress. White slipped to the floor and broke his shoulder.

Lockjaw Caused by a Thorn.

Toledo, Ohio, July 13.—Clifford Billsy, a son of Charles Billsy, of Norwalk, died a horrible death from lockjaw, caused by jumping onto a thorn, which penetrated his foot. His body was drawn into horrible shape during his contortions, his heels touching the back of his head.

Ex-Congressman Owens Injured.

Georgetown, Ky., July 13.—Ex-Congressman W. E. Owens, of counsel for defense in the Powers case, was severely injured by falling over an embankment in trying to avoid an approaching street car last night. He will be laid up for some time.

Water Famine in Arizona,
Washington Post,
July 14, 1900

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http://www.new

Water in Gila and Salt Rivers.

Last year there was but little water in the Gila and crops and trees suffered, and Salt River had an abundant supply; this year the conditions are reversed, the Gila being well filled and Salt comparatively short. Crops in the lower Salt Valley are partial failures, while in the upper part of it they are abundant. It seems in the winter of 1877-8, but little snow fell in the mountains whose drainage is into the Gila, and a great deal in those at the sources of Salt River.

Water in Gila and Salt River,
Arizona Weekly Citizen
June 13, 1879
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December 1.

WATER SUPPLY.—The original source of water supply is comprised in the fall of rain and snow in Arizona and the states and territories north and northeast of it. Where the fall is greater than the evaporation, the water eventually finds its way to the rivers and streams that drain the mountain ranges by seepage, percolation, and surface flow. It may also be taken from springs and wells fed similarly. Water occurs in any portion of the Gila and Colorado valleys at a depth of from 12 to 25 feet; but, of course, the quantity thus obtained is insufficient for extensive irrigation. But the supply upon which the settlers are forced to place reliance is the inexhaustible volume that during high water passes along the

Water Supply,
The Arizona Sentinel (Yuma, Arizona),
June 13, 1900
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channels of the Gila and Colorado rivers to the sea. The drainage of much of Nevada, Utah, Colorado, and all of Arizona finds lodgment in the Colorado throughout its 1,200 miles of channel. An admirable feature in this connection is the peculiarity of reaching its highest dimensions in the months of June and July, the very time when other streams are low. But it must be said that there is sufficient at all times to irrigate every acre of land under and tributary to it. The river supply at the season of irrigation is greater than that of all the utilized streams of California combined.

The Gila at certain annual periods spreads to close upon two miles, where the surface contour so permits, with an average depth of four feet. In June, July, and August for 40 miles from its mouth it is either very low or absolutely dry, although considerable running water can always be found along the rock bed. It happens frequently that where reefs of rock cross the river the water comes to the surface, only to disappear again when the barrier is passed. An excellent site for storing enormous bodies of water has been surveyed by a competent engineer, the location being in the Gila Valley, as well as the outlying mesas and higher plains, while the construction will not be attended with unusual difficulties, nor would the cost prove excessive in comparison with the increased value of the lands, large portions of which are worthless. Such works would effectually obviate the disheartening effects of the sinking of water to bed rock in summer, for the amount saved during high water, that would have otherwise gone to waste, would furnish the means of livelihood to a large population as against the present population, which is very meager.

Clipped from The Arizo

Water Supply,
The Arizona Sentinel (Yuma, Arizona),
June 13, 1900

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WOMAN AND CHILD DROWN IN GILA RIVER NEAR CLIFF

Albuquerque, N. M., March 10.—Mrs. Keefer, an aged woman, and her grandsan, 10 years old, were drowned while attempting to ford the Gila river near Cliff, N. M. The river is badly swollen by rapidly melting snow and the light wagon in which they were traveling was washed away. The bodies were recovered.

Woman and Child Drown In the Gila River Near Clifton,
El Paso Herald,
March 10, 1911

Item #92