

building in the city. There are a few stores, with quite an extensive stock of goods. The hotels are not very extensive, such only in name; the Palace and Colorado are the two principal ones. Yuma has one weekly newspaper—the *Sentinel*.

Most of the Spanish and Mexican houses are surrounded with high fences, made of poles, set in the ground close together, to a depth of three or more feet, and secured together about four feet from the ground, with narrow strips of raw-hide interwoven, when soft, around and between the poles, so when the hide dries the fence is very strong. Many of these fences present a very ragged appearance, as the poles range in height from four to twelve feet above the ground. The more enterprising of the people saw these poles off to a uniform height, when they present a much more artistic and finished appearance.

The Railroad Company have large warehouses here built of lumber, for the accommodation of both the railroad and steamer business. The boats on the Colorado River are all owned by the Railroad Company, and are run in connection with the trains.

Just above the railroad bridge, on the west bank of the Colorado River, is situated Fort Yuma. It is located on the top of a bold, round butte about one-fourth of a mile in diameter, rising about 200 feet above the river bottom, and projecting into the Colorado River to meet a promontory of about the same height on the east side. Between these bold points flows the Colorado River, about 300 yards in width. The Colorado River reaches this point from the northward, and the Gila (pronounced Hee-le) from the east, forming a junction close above the points named. It is proposed by those managing the interests (so we hear) of the Texas & Pacific railroad, to build a bridge across the Colorado River at these bluffs, some work of grading having been done in the fall of 1877, just previous to the locating of the present railroad bridge, a few hundred yards below.

From the high butte above named, a view can be had of Yuma, the valleys of the Colorado and the Gila rivers, the mesas, and the surrounding country for many miles.

Stages leave Yuma daily, carrying passengers, mails, and express, for Florence, 225 miles; Tueson, 525 miles, and Apache

Pass, 665 miles, all in Arizona; to Silver City, 790 miles, and Mesilla, 915 miles in New Mexico; then to El Paso, Texas, 965 miles, and to the end of the Texas & Pacific railroad, at Fort Worth, 900 miles further east, making 1,865 miles between the Southern Pacific and the Texas & Pacific railroads, or Yuma, Arizona, and Fort Worth, Texas.

COLORADO RIVER STEAMERS.

Passenger and freight steamers leave Yuma for Aubry, during the summer season, weekly, commencing Saturday, May 4th, 1878, and continuing until Oct. 26th; from that time until January 4th following, they will leave every alternate Saturday. Steamers for Camp Mohava leave every fifth Wednesday, commencing Jan. 16th. These steamers run to El-Dorado Canyon, from May 1st to the last of October (stage of water permitting).

Distance from Yuma, per river steamer to Castle Dome, 35 miles; fare, \$5.00; Eherenberg, 125 miles, fare, \$15.00; Aubrys, 220 miles, fare, \$28.00; Camp Mohava, 300 miles, fare, \$35.00; Hardyville, 312 miles, fare, \$35.00; El Dorado Canyon, 365 miles, fare, \$45.00.

The Colorado is the principal River of Arizona. It is principally supplied by the Grand River, which rises in the Middle Park of Colorado, and the Green River which rises in the eastern portion of Idaho. From the junction of the Grand and Green rivers, the stream is called the Colorado, and with its windings has a length of 3,000 miles to where it enters the Gulf of California. It is navigable at all times about 500 miles, and in a season of high water about 150 miles further, to Callville. The Grand Canyon of the Colorado has been "written up" so often that it would be unnecessary for us to more than allude to the fact that the time is not far distant when a trip to the Grand Canyon will be one of the most attractive, and quite as common as to Niagara Falls to the people of the State of New York. For nearly 300 miles the channel of the river has been cut through the mountain walls that rise up on each side from 1,000 to 3,500 feet, forming the largest and grandest canyon the eye of man ever beheld.

See ANNEX No. 55 for further information.