

The illustration on page 153 represents a small party of Apache Mohaves, headed by their famous war chief, Mi-ra-ha, in 1868, who, having heard about the terrible "fire-wagons," left their country, in northern Arizona, and made a pilgrimage to the northward, many hundred miles, to view the great curiosity. We learned from a half-breed, on a recent visit to Arizona, that Mi-ra-ha, after his return to Arizona, resolved to gather his forces and capture one of these Pacific Railroad "fire-wagons." But as Gen. Crook made it *very lively* for him at home for many years after his return, and as Capt. Porter sent him to his "happy hunting ground," in 1876, he has probably got all he can attend to.

No. 49 ANNEX. Palace Hotel at San Francisco—This monster hotel of the world, is situated in the city of San Francisco occupying one entire block of ground, 344 by 265 feet, bounded by New Montgomery, Market, Annie and Jessie streets. It is seven stories high (115 feet), the foundation walls are twelve feet thick, while the exterior and interior walls range from 1½ feet to 4 ½ feet in thickness.

The foundation walls, at their base, are built with inverted arches. All exterior, interior and partition walls, at every five feet, commencing from the bottom of the foundation, are banded together with bars of iron, forming, as it were, a perfect iron basket-work filled in with brick. The quantity of iron so used increases in every story towards the roof, and in the upper story the iron bands are only two feet apart.

The roof is of tin, the partitions of brick and the cornice of zinc and iron. The building has three courts, the center one having an iron-framed glass covering, and is 144 by 84 feet, with a drive-way and sidewalk opening on New Montgomery street, forty feet wide. The two outer courts, from the basement level, are each 22 by 135 feet, with two drive-ways, 20 feet wide, one from Market and Annie streets, and one from Annie and Jessie streets. These are connected by two brick-arched passage-ways, ten feet in width, allowing ample space for a four-in-hand team to pass under and through them.

Besides the city water-works, a supply of water comes from four artesian wells of a ten-inch bore, which have a capacity of 28,000 gallons per hour. A reservoir is located under the center court, capable of containing 630,000 gallons. On the roof are seven tanks, which will contain 128,000 gallons.

The hotel is supplied with two steam force pumps for water, two additional for fire, five elevators, together with all the modern improvements, and built throughout in the most substantial manner. (See illustration page 213.)

No. 50 ANNEX. Fares to Black Hills—From Omaha, 1st class, \$45; emigrant, \$25;—from Cheyenne or Sidney, \$40; from Ogden, Utah, \$70; from San Francisco, \$116.

Passengers can have choice of route, via Sidney or Cheyenne, as the rates are the same.

No. 51 ANNEX. Books of Reference—"The Resources of California," by John S. Hittell. A. Roman & Co., San Francisco. This is a valuable work.

"SCENES OF WONDER AND CURIOSITY IN CALIFORNIA," by J. M. Hutchings. A. Roman & Co., San Francisco.

"NORDOFF'S CALIFORNIA;" Harper & Bro., New York.

Wentworth's "Resources of California;" a monthly newspaper.

"BETWEEN THE GATES;" by B. F. Taylor. S. C. Griggs & Co., Chicago. This is a perfect gem of a work. The descriptions are of the finest pen

pictures of California and the "Overland Route," we ever saw. Taylor's ingenuity as a word painter has few equals; he is a *hiyu* chief.

Langley's "PACIFIC COAST BUSINESS DIRECTORY," which comprises everything of the sort west of the Rocky Mountains—is an invaluable work of the kind.

The "Scientific Press," by Dewey & Co., San Francisco, is a Journal that everybody interested in—or who wants to know anything about—the Pacific Coast should be sure to read.

"ARIZONA AS IT IS," by H. C. Hodge, Esq., Hurd & Houghton, New York, is the most complete work on Arizona ever published.

In Press: "SONGS OF THE SOUTHWEST," by Theodore F. Price, will contain graphic poetical descriptions of the Trans-Mississippi country, east of the Rocky Mountains. This book will be found an invaluable work for all those who wish to preserve the memory of scenes and incidents of this most beautiful and romantic country.

No. 52 ANNEX. "Prickey," the Horned Toad.—This singular little member of the lizard species is certainly a native Californian. It is found upon nearly every dry hill, or gravelly plain; and although it is rare in some districts, in others it is still common. There are several varieties and sizes of it, and all perfectly harmless. It lives chiefly on flies and small insects. A California friend of ours had a pair of these picketed in front of his cabin for over three months; and, one morning, the male toad wound itself around the picket pin and strangled to death, and the same day the female followed his example. Upon a *post mortem* examination of the female, fifteen eggs were found about the size and shape of a small wren's egg. (See illustration, page 115.)

No. 53 ANNEX. Yo-Semite and Big Trees—By the new Madera Route, passengers take sleeping cars at San Francisco, at 4 P. M., take supper at Lathrop, at 8 P. M., and arrive at Madera at 12, midnight, occupy the cars till six the next morning, then take one of Kimball's palace coaches, and behind "six-in-hand," start for Fresno Flats, 35 miles distant, and take dinner; thence 20 miles to Clarks, and 23 miles further—78 miles from Madera—reach the valley at 8 o'clock P. M. This route is via Fresno and Mariposa big tree groves, and it is claimed, saves one day in time over all other routes.

Returning, a route can be taken via Vernal and Nevada Falls, Glacier's Point and Sentinel Dome, and thence to Clark's, saving a day in time by so doing. Parties, whose "time is money," can leave San Francisco and make the "round trip" inside of four days. Return parties, who choose, can take the route via Mariposa to Mercede. Tickets are good until used. Overland tickets, including Yo-Semite and the "Big Trees," can be purchased at all the principal ticket offices in the east.

Another route is to Mercede, by same train, stop over at the El Capitan Hotel, and next morning take coaches via either Snelling and Coulterville, or via Mariposa. Taking the Coulterville route, 12 miles, at Marble Springs, is Bower's Cave; 20 more, Hazel Green. From Hazel Green, elevation 6,699 feet, a fine view of the great San Joaquin Valley can be obtained. Here the Mc-Lane wagon road leads off to the Mercede Grove of Trees. At Crane Flat, 34 miles from Coulterville, a trail leads off to the Tuolumne Grove of Big Trees, one mile distant. There are 31 trees, the largest being 36 feet in diameter. The first view of Yo-Semite is had at Valley View, 40 miles from Coulterville and 12 miles from Yo-Semite. Distance by this route about 95 miles.