

TUCSON, ARIZONA.

We learn from "Hinton's Handbook to Arizona" and other sources, that the early origin of Tucson is obscure. It is claimed that the valley was settled about the year 1590, which would make it the oldest city in the United States except Santa Fe, which was settled in 1555. Three miles below Tucson, and one mile east of the mission of San Augustin are the ruins of an old town, but no clew can be obtained as to its origin, history, or the date and circumstances of its destruction.

The lands near Tucson are very rich and were once extensively cultivated, but the Apaches compelled the people to abandon their ranches and seek safety within the town.

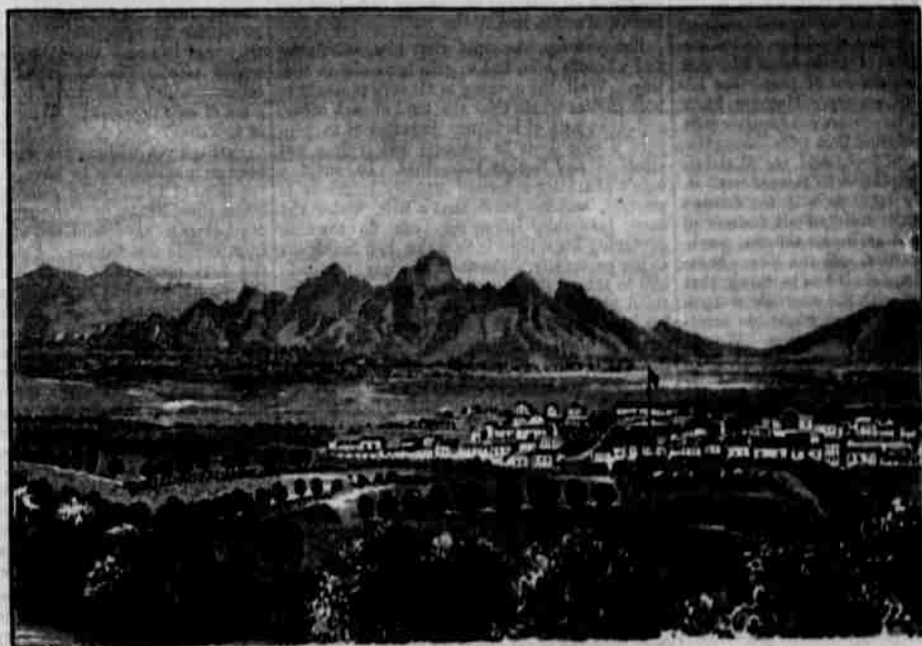
The climate is one of considerable range; frequent frosts at night in winter, succeeded by weather comfortably warm during the day. The summers are quite hot, with a sufficient fall of temperature at night to make comfortable

atmosphere are seen here at their best. The great plain or plateau in which just above this place the Santa Cruz sinks for many miles, to enter by a subterranean channel the Gila river, near Maricopa Wells, is certainly over 100 miles in its greatest length and not less than 50 at its widest, which, from the trend of the encircling mountain ranges, is in this vicinity. Looking north and west the eye rests upon the deep blue faint outlines of ranges at a distance of at least 75 miles. Nearer and in the wonderful foreshortening, which is one of the most charming effects seen here, to the east and west may be seen the bold cones of the Picacho and Desert peaks. They stand out in the translucent sky and the luminous sunrise or sunset, with their wonderful combination of colors, so vivid and startling as to defy even the brush of Turner himself, as if one might walk over to them between breakfast and the gray glooming which indicates that the night has passed. Nearer and closer, until their serrated summits seem about to bow down to us, on the east, trending from the northwest to the southeast, is a bold and remarkably well-defined mountain range known as the Santa Catalina, which sweeps in a

now, the principal place in the Territory. It still stands as the representative of the old semi-Spanish-Indian civilization; for the Mexicans comprise two-thirds of the resident population, and "the Church" occupies, with its offices, the place of honor customarily assigned to it in the laying out of a Spanish-American town—the principal portion of the chief plaza or grand square thereof. A map of Arizona will show the value of this point as a trading post, and will indicate also its future importance, provided always the railroads going east and south shall pass through it. Tucson is now the central point on the overland route, and for communication with Sonora. It is the seat of the nearest United States Custom House thereto.

The engraving on this page, taken from "Picturesque Arizona," published by the Continent Stereoscopic Co., of New York, represents Tucson as it appeared in 1877. Since that time we understand that the city has grown considerably, though, of course, the site and surroundings have not changed.

ROCKING PIERS FOR VIADUCTS.—A novel construction has been employed in the Dysdale



CITY OF TUCSON, ARIZONA.

sleeping. The spring and fall are quite variable. A little stream flows past the town, the water from which keeps the valley perennially green.

How like a *fata morgana* it looks when you first see it in this enchanted atmosphere: the intensely blue sky overhead, the plain above it covered with sparse grass and fantastic cactus, that hide the sand and make the earth look verdant; the low, white domes and the picturesque buildings clustering about it; the adobe garden walls, with arched gateways, sometimes whitened, sometimes left in their native mud color, toned down by age and the glare of the sun; a tall mesquit tree, or a group of cottonwoods striving heavenward from among the adobe houses; Saddle mountain, with its ever changing tints and its strong lights and shades in the far distance, and Sugar-loaf or Sentinel hill to the immediate left. On the plain between town and the Sugar-loaf, the ruins of what in any other country I should pronounce to have been a monastery, lift themselves from the fresh dewy green—venerable, gray and stately—some wild vine creeping stealthily in at the frameless window, and out again at the roofless top.

Tucson is seen to be located about two-thirds of the way southeast, on a huge plain or plateau, which presents many very striking features. The wonderful effects of the clear and rarified

bold semi-circle, framing the Santa Cruz valley in a massive way. The range lowers and a pass opens just to the east of Tucson. The continuing portion of the range is sometimes called the Rincon mountains. It looks wonderfully and fascinatingly beautiful—the deep shadows and purple tones in which the sunset clothed its sides, while the mirage, which accompanies sunrise and sunset in this latitude, and plays such "fantastic tricks" to startle our vision with, gave to the summit lines and peak tops new and shifting images and forms. It is difficult to realize as one looks at the landscape here, that some of the green fields in which Tucson is set like a dark pebble in an emerald border have been under continuous cultivation for over 150 years. Contemporaneously the Pilgrims landed at Plymouth Rock, and that other fateful cargo had been placed on the banks of the James river, in Virginia; the Spanish conquerors of Mexico had established a presidio at this point, and the Jesuit Fathers had raised the symbol of Christianity, and erected houses of worship amid savage tribes and in the very heart of a wilderness. The town of Tucson then became the presidio of Tubucon. North of this point there was no settlement or mission, nor west of it either, the Puerta de San Diego being the nearest in that direction. Tucson was then, as

viaduct on the railroad from Christiana and Fredrikshald, carrying a single rail over the Dyse rivulet in Norway, in the shape of rocking piers, the object of which is to protect the structure from the effects of expansion and contraction due to alterations of temperature. The piers which support the superstructure are of wrought-iron with a lattice-work web. In the longitudinal direction of the viaduct, which is 663 feet in length, there is only a single column between each span, possessing no stability in itself, and the upper end of this column is allowed to move along with the superstructure when the latter expands and contracts. The lower end of each pier rests on a hinged shoe, so that breaking strains are avoided, and the load is always rendered central to the pier columns. The movement of the iron-work in a longitudinal direction is transferred to the one abutment, on which are the necessary bed-plates provided with rollers; on the other abutment the superstructure is kept in place by a fixed shoe. With this arrangement no special expansion-joint in the rails is necessary, as the sleepers and platforms are quite independent of the expansion and contraction of the ironwork.

THE man who chased a sailor said he was making a target.