

Arizona—the very kind of country to furnish the largest amount of local trade in proportion to its area and population, as well as to add most rapidly to the general wealth of the nation. Would we pay off our national debt and return to a metallic currency, there is nothing that we can do to bring about those ends so effective as to open a highway into this now remote and almost inaccessible national treasury.

From Prescott to the western boundary of the territory, which is the Colorado river, the line of the road will probably follow the valley of the Williams river, one of the principal tributaries of the Colorado, which has its source a few miles west of that town. Of this river Mr. McCormick says:

“Ascending the Colorado, the first point of interest is Williams’ Fork. It is the largest tributary of the Colorado, and has its rise in the interior country almost as far east as Prescott. It is not navigable, but usually has a good body of water. Some of the richest copper mines in the territory are on its banks, and have already been extensively and profitably worked.”

Several silver mines are marked on the national maps in the valley of this river. At its mouth is the town of Aubry, said to be in a fine location for a city. This is likely to be the principal city of Arizona. It is a very important point on the line of this road, for here the first navigable water on the Pacific side is reached; and from this point a large trade, both down and up the river, and indeed with the entire Pacific coast, may be established in advance of the road reaching its ultimate destination—San Francisco. The most western steamboat navigation on the Atlantic side of the continent, on this line, is at Kansas City; the most eastern on the Pacific side is at Aubry. But, even after the road shall be completed, Aubry will continue to be an important commercial centre, and pour upon this road from that great river a large amount of business; for the entire country above is surpassingly rich in mines of gold and silver, especially the latter, and the river is navigable for hundreds of miles during part of the year.

It is, I am informed, the opinion of some of our army officers that at Fort Mohave, about half a degree north of Aubry, is a better place for a railroad to cross that river into California. I, however, adhere to the line here indicated until careful surveys west of the river shall determine the question between these two points.

I have thus traced the route of the Union Pacific Railway through the Territory of Arizona, on a line which the company believe to be the most practicable, and the one which will enable them to render accessible the best and richest portion of the great region lying be-