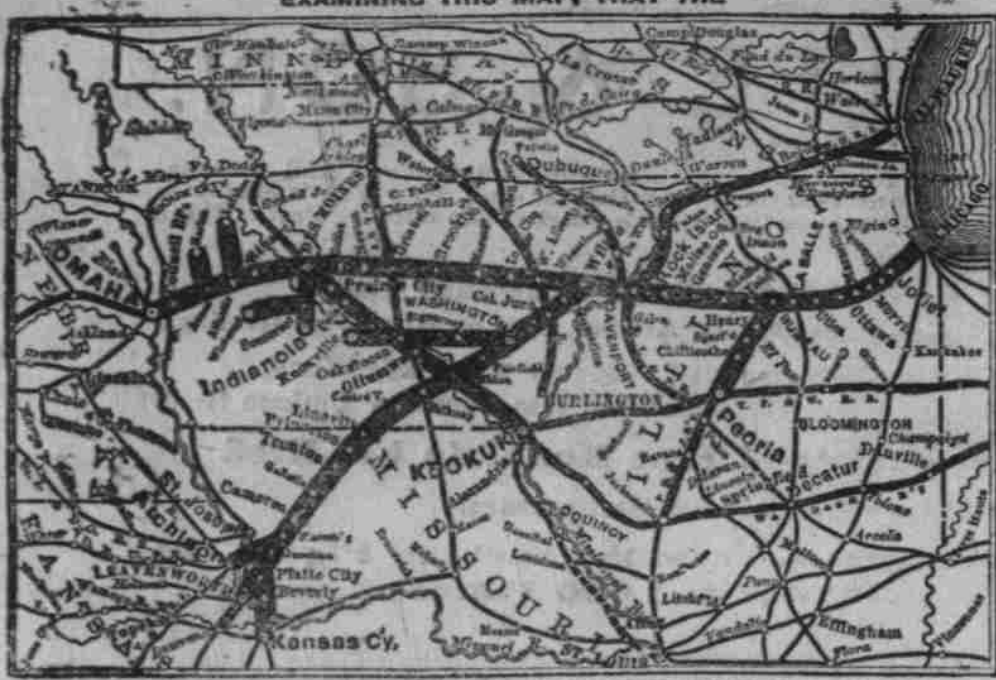


A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R.R.
IS THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST!

Its main line runs from Chicago to Council Bluffs, Iowa, passing through St. Louis, Mo., Kansas City, Mo., Omaha, Neb., and Lincoln, Neb., to the Pacific coast. It also has branches to St. Paul, Minn.; Duluth, Minn.; Milwaukee, Wis.; St. Paul, Minn.; and other points in the Northwest. It is the shortest and most direct route between the East and the West, and is the only route that runs all the way across the continent.

U. P. R. R. EVENING NEWS.

Wednesday, December 31, 1879.

Correspondence.
Arizona-Questions Answered.

SMITHVILLE, Pima Co., Arizona, Dec. 22, 1879.

Editors Deseret News:

Dear Brothers—I now undertake to write to you again with reference to the affairs and prospects of our colony and this country in general. We have had some additional news since last I wrote, and I am all well and prospering. The most of us have houses and we have a schoolhouse up all ready for the roof. My last letter, which was published in your paper, called forth a letter to me from a brother, containing the following list of questions which I have answered; and I think there might be a good many others who would like to know all about it. I send the questions with their answers to you for publication if you think it worth while.

Question. What is the extent of the country?

Answer. This is a large valley, the main body of farming land is about 30 miles long and 10 miles wide and a half mile wide with benches extending from three to eight miles wide on each side of it. The soil is mostly a rich sandy loam, some little alkali, but not enough to hurt anything.

Q. What is the climate?

A. Beautiful, neither extremely hot nor very cold, long seasons of even temperature a cool breeze every day and cool nights all summer, no snow yet and but very little frost.

Q. What amount of rain?

A. The seasons vary; some years have plenty of rain to raise the second crop; but last season we had to depend entirely upon irrigation.

Q. What kind of winter?

A. Warm and pleasant; there is never snow enough to lie on the ground half a day; we work all winter.

Q. Are the people subject to fever and ague?

A. No, they are not, except those who live close to the river and continue the use of the river water. None of us have had it, we live at some distance from the river and have used well water.

Q. What are the facilities for timber?

A. Plenty of cottonwood and black willow on the bottom, easy to get; pine in the mountains, hard to get, but with labor we can make a road to it; dwarf oak, oak, walnut and acorn.

Q. Has the land been surveyed by government?

A. If so, what proportion of it has been entered?

A. It has been surveyed, but none of it has been entered.

Q. What railroad is coming through that portion of country?

A. The Southern Pacific from the west and the Atchafalaya, Topeka and Kansas from the east.

Q. What grant of land do the railroad get from government?

A. Every other section, or one-half on the odd survey, but it is forfeited, and we do not know whether they will get it or not.

Q. What is the distance from Salt Lake City by wagon road?

A. About 500 miles.

Q. What is the distance to the nearest railroad station?

A. One hundred and seventy miles southwest.

Q. Is the water good or bad in the river, creeks and springs?

A. Good in the river when it is high, but when low there are no creeks and very few springs.

Q. What are the facilities for wheat?

A. Good; the well water is good and very healthy; we have to dig about 30 feet.

Q. Are there good mill sites?

A. Yes, on the water ditches that come from the river, but we have to run a ditch from four to six miles to get fall enough.

Q. What is the name of the river on which you reside?

A. Spelled, Gila, pronounced Heila.

Q. Are there any building rock or limestone?

A. There is building rock of a soft nature that can be hewn into any shape; it is very white. No limestone nearer than 25 miles.

Q. Fish and game facilities?

A. Plenty of fish in the river; they say there are five different kinds, but I have seen only two kinds. Plenty of bear and deer here and lots of turkeys 50 miles from here.

Q. Are there any mines in your vicinity?

A. Five large camps in a radius of 50 miles.

Q. How far are you from the capital of Arizona?

A. Two hundred and twenty-five or 250 miles.

Q. Are there any market towns near you?

A. Yes, the market is good.

Q. If the peculiar features of your country should suggest any further information, please state it.

Answer. There is a great many pools of gold, silver and copper mines in every direction. We are 12 miles above the Apache reservation, and there are some fine gold mines. There is a fine gold mine called Camp Thomas, on the edge of the reservation, 12 miles below here; another called Camp Apache, 100 miles north of here; another called Fort Grant, 50 miles south; another called Camp Buoy, 55 miles southeast. The river runs the entire length of this valley, entering at the southwest end and running northwest, that is the way the valley lies. It is an open valley; the benches are covered with a kind of dwarf wood called mesquite, good for fire wood and for fuel. The hollows running down from the mountains contain dwarf oak, ash, hawthorn, good for ax handles, wagon timber and so on. This valley is not a very good place for stock, as they have to go to the river for water, and the farms lie open all along the river on both sides, there are no fences in the valley, therefore we are obliged to herd our stock about 75 or 100 miles from here. So far, there is as good a stock country as can be found anywhere in the west. There are no meadows along the river where we can out hay, all the hay is cut on the benches.

The river is easily forded almost anywhere, there is no quicksand or miry bottom, it is all hard bottom. There is no rock or coral gravel on the farm land, hogs do well here, they fatten easily on mesquite seed, as they cannot get it here. They raise the very best of wheat here; there is but very little smut in the wheat. If any one comes here to build a mill, I would like to be understood, we want no one but good Latter-day Saints, and we want the mill to be erected on strictly business co-op. principles, we want all who wish to take shares in the mill to have the privilege of doing so by paying for them in labor or material. There is one good gold mine eight miles from here, it belongs to outsiders, and they are very extortionate in their charges. If we take 100 lbs. of what there is to be found there, it is clean or dirty, and then charge

1879 HOLIDAYS 1880

Z. C. M. I.

Are offering the FINEST and LARGEST LINES of

STAPLE AND FANCY GROCERIES!

FANCY STATIONERY, QUEENSWARE, GLASSWARE, Etc. IN THE CITY.

DRY GOODS DEPARTMENT!

A LARGE ASSORTMENT OF FANCY GOODS SUITABLE FOR HOLIDAY PRESENTS.

BOOT AND SHOE AND CLOTHING DEPARTMENT!

Have a Stock Complete in Every Requisite for WINTER WEAR.

H. S. ELDREDGE, Supt.

CHICAGO & NORTH-WESTERN RAILWAY.

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest railway organization in the United States. It covers a route over 2100 MILES OF RAILWAY.

PULLMAN HOTEL CARS are run alone by through between COUNCIL BLUFFS & CHICAGO!

No other route runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

Continuous all-rail Route! No Change of Cars! One Road, one Management!

FROM CHICAGO TO Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, & New York.

GREAT SHORT LINE TO BOSTON.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS ON ALL EXPRESS TRAINS.

MAGNIFICENT CARS.

Equipped with the celebrated Westinghouse air brake and Janney's New Patent Safety Platform Coupler.

ELEGANT EATING HOUSES.

With Ample Time for Meals.

3 Express Trains Leave Chicago as follows:

8:30 a. m. "Pierce's Fast Express" Except Sunday.

With the popular vestibule sleeping car. Reaches Pittsburgh 2:30 a. m.; Harrisburg 11:45 a. m.; Philadelphia 6:00 a. m.; New York 8:45 a. m. Special Philadelphia sleeping car on this train, which remains in depot until 10:15 a. m., after which it is changed to a full night's rest.

5:15 p. m. Atlantic Express, DAILY.

With Drawing Room and Hotel Car. Reaches Pittsburgh 12:15 p. m.; Harrisburg 10:30 p. m.; Philadelphia 6:00 a. m.; New York 8:45 a. m. Special Philadelphia sleeping car on this train, which remains in depot until 10:15 a. m., after which it is changed to a full night's rest.

9:10 p. m. Night Express RECEPT SATURDAY.

With Drawing Room sleeping car. Reaches Pittsburgh 7:30 p. m.; Harrisburg 11:45 a. m.; Philadelphia 6:00 a. m.; New York 8:45 a. m. Boston 5:45 p. m. Through Baltimore and Washington sleeping car on this train.

FARE RATES AS LOW AS ANY OTHER LINE.

Through tickets for sale at all Principal points in the West. Ask for them in the FINEST WATER and PULLMAN PALACE CARS.

J. W. HARRIS, Gen'l. Ticket Agent, CHICAGO.

UTAH CENTRAL RAILROAD.

Union Line of Utah.

On and After November 24th, 1879.

Station	Time	Time	Time
Provo	1:00	2:00	3:00
Payson	1:15	2:15	3:15
Albany	1:30	2:30	3:30
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