

NAVIGATION OF THE COLORADO.

The following is furnished by a gentleman who has descended the Colorado river, from the volcanic head of its main waters, in Wyoming Territory, to the Gulf of California:

SAN FRANCISCO, April 6, 1868.
More than three hundred years ago (1642) Fernando Alarcon, a Spanish adventurer, entered the Gulf of California, discovered the Seeds-Keece (Colorado, or Rio Colorado), and ascended it as far as the Barriers, just below La Paz, Arizona. This he did with sail boats, and the present Navigation Company pretend that they can do no more with steam.

Five years ago it was considered tomfoolery to talk of navigating the Upper Missouri; yet, during each of the past three seasons, from thirty to forty light draught steamers have ascended three thousand miles to Fort Benton, and made mints of money out of the Montana and Idaho trade.

The very same class of steamers on the Colorado would secure the whole trade of Arizona, Nevada, Utah and Western New Mexico; also, at least so much of the Idaho and Montana trade as now goes overland from Los Angeles, across the desert to Salt Lake, and from thence to the northern mines, taking the first goods in the spring months, before the Eastern or Oregon routes get any in. I say "so much;" I should say also, nearly all of the trade that now tries to go up the Columbia river, and thence over the almost impassable Cœur d'Alene Mountains.

Far more. The navigation of the Colorado would make trade; it would open up the mines that are distributed so generally throughout the vast region that it drains. Hundreds of the richest gold and silver leads that I have ever seen, during a long experience in the mining camps of half a dozen Territories, are now lying undeveloped, and many of them unworked, because of the high rates of freight and provisions, and hence of machinery and labor.

But, you say, a steamboat company have been on the Colorado for the last thirteen years, and ask why they do not navigate the upper river? I answer. In the first place there has been but little excitement about the upper river until within the past three years; and as the company own the town of La Paz, it is to their interest to make that the distributing depot. In the next place, that company's hirelings have been trying, for the last three years, to get an appropriation of \$250,000 from Congress, to dredge out the upper river, when it does not require one dollar's expenditure; and, if the appropriation were forthcoming, it would never get nearer the bed of the river than the bottoms of their pockets. I write thus for the advancement of the public good.

Capt. Rogers, who took the *Esmeralda* to Callville last season, and every one who has taken sail barges to that point and the mouth of the Virgin river, twenty-five miles higher up, say that they would greatly prefer running in the deep water of the upper river to running in that part which is being navigated.

The crew of the *Cocopal*, lately at Fort Mohave, told me that they intentionally ran the boat on sand bars, for the purpose of delaying the Government freight, so as to have the military petition for the appropriation.

The present Navigation Company is unquestionably rich, from the profits of the business; and, as a matter of course, is determined to discourage all opposition.

Captain Rogers took the *Esmeralda* up the river, towing a barge, and unloaded her at Callville, and returned without difficulty. Had it not been that Mr. Call, who was called by Brigham Young to build the warehouses for the reception of the *Esmeralda's* freight, struck the river from the top of a high cañon, through which the river flows in nearly a smooth current; and had it not been that Mr. Call was an entire stranger to the river and the country, he would have turned to the left, up the river, and found an excellent landing at the mouth of the Virgin, where there are two thousand acres of cultivatable land, easily watered from the Virgin, and a beautiful bench land for a town site. I say he would have done this instead of hurriedly turning to the right, down the stream, and building the warehouse on a bed of sand, which is ordinarily dry, at the mouth of a great wash from the mountain, where it is liable to be washed out into the river by the sudden floods peculiar to that region.

Above the mouth of the Virgin, five miles, are impassable falls; but below, to Callville, it is affirmed by Jacob Hamblin, the Arizona pioneer; General Erastus Snow, one of the twelve Apostles; Bishop Miller, of Millersburg; Bishop Crosby, the foreign missionary—all prominent Mormons—and others of the most intelligent citizens who have lately explored it, and by the river men who sail barges up, propelled only by the South Pacific winds, that steadily blow up stream—by all these affirmed that there is an average depth of twenty feet of water at low stage—no hindrance in the way of going from Callville to the mouth of the Virgin.

The embryo town at the mouth of the Virgin is called Montezuma, and is twenty-five miles nearer than Callville to the mines of Nevada, Idaho, Montana and Sweetwater, and to the heavy Utah settlements, with most excellent roads up the Virgin river and its tributaries.

From Montezuma it is 125 miles to Pahrangat, Nevada; 400 miles to Salt Lake; and 500, by way of Provo and Heberville, to Sweetwater mines.

Freight can be unloaded at Montezuma for four cents a pound, and delivered from there to Salt Lake for five cents, and to Sweetwater at nearly the same.

Now, you progressive San Franciscans—you who want the additional trade of 150,000 Mormons, 50,000 Sweetwater miners, and 150,000 miners of Arizona, Idaho and Nevada—sail in.

It will be but a year or two before a railroad will be built from Salt Lake, directly south, over a natural route, to Montezuma; and others from Salt Lake to the northern country.

There is abundance of wood and coal for several seasons, convenient along the river and through the settlements; but if a scarcity of fuel should ensue, after a generation or two, I have no doubt but that crude petroleum will

succeed it, according to Professor White's new style of generating steam. The cost of steam made from crude petroleum, with Professor White's apparatus, will only amount to about 12 cents per hour, according to late experiments in this city.
A much larger apparatus, which will be used in the *Edna* foundry, is in course of construction; and, as the process has proved to be so economical, it unquestionably will be introduced into propelling river and railroad engines. A perfect sea of this petroleum floats over the surface of the Southern Pacific, about the Gulf of California.
LESLIE R. FREEMAN,
Of the Laramie Plains.

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BOOTS & SHOES

Made in Utah Territory, go to
W. SLOAN'S, at the
BIG BOOT!

Prices Reduced
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ALL GOODS WARRANTED!

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FOR ALL WHO WILL FAVOR THEM WITH

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The long experience they have had

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CALL AND SEE THEM AT

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New Charter Oak

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BUCK & WRIGHT AHEAD.

As may be seen by the following article, which we copy from the New Orleans Times of 15th inst., Buck & Wright have borne off the highest premium in the stove line at the New Orleans Fair. Six entries were made with Buck's "Brilliant," away ahead of the heap.

The great stove trial was resumed yesterday at 12 o'clock, before a largely increased crowd over the day preceding. The utmost good humor seemed to prevail, both among the exhibitors and spectators, all of whom seemed thoroughly imbued with the good old P. R. principle of "may the best stove win." Promptly to the line the committee appeared on the judges' stand, Saunders, particularly glowing with excitement and responsibility. The entries were the same as at the previous trial, and the engines had not been changed.

At ten minutes to one the drum tapped, and all lighted up. Norton's Furnace, run by Mr. Wood, put out in smoke, and the cheers of the crowd and loud cries of "Go it, old one." Charter Oak followed, and the rest gave vapor immediately after. In four minutes, just as they were (as we might say) rounding the quarter stretch, "Cotton Plant" popped in broad; all followed suit as quickly as though life depended on the issue, but Buck's Brilliant had started fire with bread already in the stove. Then came the tug; the coals' countenances glowed like the stoves, a perpetual snapping of opening and shutting doors resounded over the arena. Stoves were patted, coaxed and potted as though they were human beings. All seemed confident of winning, and the crowd enlivened the scene with numerous and encouraging comments from time to time. Mr. Perry's efforts seemed to be the greatest favored.

At twenty minutes past one "Cotton Plant" threw open its throttle valves and announced that it wanted no more fuel. All the others "shut up" and "keeping dark." As the time for the bread to be baked approached, excitement was at its height, both within and without the arena. At last Perry's furnace turned out its bread in 42 minutes; Norton's Furnace followed suit, in 42½; Cotton Plant next, in 43; then Charter Oak, in 43½; then Good Samaritan, 44½; and lastly Buck's Brilliant, in 47. The grand result of the trial was as follows: Norton's Furnace, E. Wood Perry, bread weighed 7 lbs 3 oz; burned fuel 7½ lbs. Charter Oak, Rice, Bros. & Co., bread weighed 7 lbs 4 oz; burned fuel 7½ lbs. Good Samaritan, bread weighed 7 lbs 3 oz; burned fuel, 7½ pounds. Cotton Plant, Levi & Navra, bread weighed 7 lbs 1 oz; burned fuel, 7½ lbs. Buck's Brilliant, Buck & Wright, bread weighed 7 lbs 4 oz; burned fuel, 8½ lbs.

At the conclusion of the trial, the bread was taken charge of by the Awarding Committee and locked up for an hour, at the expiration of which it was all eaten by them, in accordance with their duty, and the gold medal awarded for best wood stoves to Buck & Wright, of St. Louis, honorable mention being made of the *Perfection*, Chapman & Co.—New Orleans Times, Jan. 15.

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SMITH BRO'S. 1850.

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