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BUSINESS CARDS.










 JOHN P. EROOKS,

qun-smithing.



 Wells, Fargo d Co.'s Express
Betreen Orgsen, Calitiormia, thas Allamtic









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## ©ly Oregon Argus.

-A Yelly Newspaper, devoted to the Principles of Jeffersonian Democracy, and advocathy the side of Truth in every issue.-
OREGON CITY, OREGON, NOVEMBER 28, 857.pointed to report at a subsequent meeting
upon tho feasibility of constructing a rail. hend of the Wilamette Valleg; and on the
hen the lowing report
The subjec
must $b$ or important points-viz:
Ist. Is there a good and feasible rout
2d. Would the road pay if buill! 2d. Would the road pay it buillt
3d. Whence ara to bo derived the me
necessary to build the road I
Upon these separato heads wo would
mark, in the first place, that wo havo doubt that there does exist a good and fea.
sillar route, nod that t it alogg tho line or
near by the present Territorial military road from Antoria to Salem, and thenee on
either side of the Wilamette fiver to Eugeae City.
Wo Lav
neclual grades, or naiount of exaneavation or
embankment necessary to construct a good railroad on that route ; but from tho testi-
mony of all wih mony of alil with whom we have conversed
upon the subject of the general character of the country along the line of the milit-
tary road, we learn that the general sur-

| City to Astoria, for 85 per ton, making a saving on the 10,000 toas of not less than 8100,000 . Mere than half as much, say 5,000 tons of merchandise was taken back into these same counties at a groater expenco per ton, for freight, and tho same saving of at least 875,000 . These two items alone make \&172,000 that would $^{2}$ have been saved to the producers of those seven counties, on the sale and return pay of their exportable crops of last year. And, may we not say that the risk that might be obtained for produce, by reason of the less risk to the purchaser which the roilroad facilities give, would be equal to another $\$ 150,000$ । We think so. But further on this point. How much of the products of last year in these seren coun- tien was lost entiroly, or went to waste, which would have been saved and exported but for the expence and delay attending their trausporitition to the senboard! We |
| :---: | great portion of the land in reppgsesming the route

is being of the best quality for agricul. as being of the best quaniy or agrical.
tare when the timber shall have even clear.
ed of, and that a considerable portion of
the way the land coold be cleared at much the way the land could be clared at much
lese expenee than any of our heary timber-
ed land. This feature of the country, so ed land. This feature of the couniry, so
farorable for tillage, is an important item
in counting up the future support of a rail. road alog that route. Although the fou-
sibility of the route canot be demonstra-
ted escept ty an actual sur vey and leveling thereof, yet we lavo no olesithion in say.
ing tat we are confifet that the route
indicuted is a good one, and very fasaible indicuted is a good one, and very feasible
for the building of a sairoad.
Secondy - Would the road pay if buill! Upen this point it is necessary nol only to
consider the Lusiness that would probably be offiered to the road in the preseat con-
dition of our agriculture, manufactures and
comer commerce ; but we must take into consid.
eration the changed condition of the whole eration the changed condition of the whole
country, that would Le uffected by the or-
eration of the read and the whirring long
of tie feieght and passenger train of carrs of the fieight and passenger traia of carrs
at the rate of twaty or foriy miles an hour. Nor should we stop at the close of
that calculation; bat we shlould estimate
the incroused value of properts of all kind the incrosed value of properts of all kidds,
in consequnnce of the better facilities for the interior 10 tha seaboard. Athougb
the inverment might not pay back in div. idends, a por centage equal to the now ear-
rent interest on money, yet the increased
awlue of property allog the value of property along the entite length
of the route in all probbbillys would be
from :wo to tenfold tis present valueTherefore the road would be owned by the
property owners along the line of the
road, and such owners could well afford to givo the road to any man who would ke
it it running order and accommodate th
community the the accustomed rates.
this particular, we wish to call particula community at the accustomed rates. To
this particular, we wish ot call particular
atiention -o wit : that propery
along the line of the road could well afford
 raluo of real estate and taxable property
of tho eigh couties now orgatizad,
through or near by which the pioposed rond would pass, aceording to the hast re-
tund of the connty Assesors, (See McCor-
miek's Almace for 1853 )-to wit: the mict's Almanac for 1858)-10 wit: the
countirs of C'atsop, Washington, Yambill,
Poll Polk, Marion, Linn, Lane, and Benton, is
in round numbers $811,000,000$, which is in round numbers he prezeat valuo. Build
probabiy below the
he rod and the same prope: Ty would be worth from :wenty-five to tify millions of doilarss, while it would cost not to exceed
four or five millions of dollasts, therefore,
thare would be after the ceas of the roid,
an actual inerease in valuation of property an actual ingerase in valuation of property
of not less than from ten to thiry millions of dollats. The above consideration is sa
from being the ehief, or only source o
profit to te secured bp the propured road
 ent year, the seven counties situated at of
neart the uppor portion of the proposed road, shipped awas about 10,000 tons of produ
by the slow, circuitous, and expeasiv
route of the Willamette and Columbia ivers, cotting on an average 815 per tou
the seaboard and generally consuming boot three weeks time in the transport The name amount of freight would have

