THE OREGON ARGUS.

PUBLISHED EVERY SATURDAY MORNING, BY WILLIAM L. ADAMS.

TERMS—The Angen will be furnished at Three Dollars and Fifty Cents per comming a advance, to single subscribers—Three Dollars each to clubs of ten at one affect—in advance. When the money is not paid in odsence, Four Dallars will be charged if paid within aix months, and Five dollars at the end of the year. Two Dollars for six months—No subscrip-

tions received for a less period.

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BUSINESS CARDS.

Matiock & Johnson. ATTORNEYS & COUNSELORS AT LAW.

And Solicitors in Chancery. WILL promptly attend to any business which may be committed to their professional charge before the District and Supreme Courts.

Office in Highfield's building, immediately op-Posite the Main Street House. Oregon City, March 7, 1857.

R. G. Burnett,

ATTORNEY & COUNSELOR AT LAW, And Solicitor in Chancery. BETHEL, POLK COUNTY, OREGON.

JOHN R. MERIDE ATTORNEY AND COUNSELOR AT L Lafayette, Yamhill County, O. T., WILL faithfully attend to all business trusted to his professional care.

Wm. C. Dement & Co., W HOLES ALE and retail Dealers in Grocer-ies, Provisions, Paints, Oils, Boots and Shoes, Crockery, &c. Opposite the Land Office. Main St. Oregon City. June 1, 1855.

CHARLES POPE, JR., DEALER in Hardware, Groceries, Dry Goods Clothing, Boots & Shoes, Medicines, Book and Statione Main-st., Oregon City, April 21, 1857-Itf

GEO. ABERNETHY & Co., MERCHANTS,

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San Francisco, Cal., Will attend to selling Oregon produce, and fill or-

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The patronage of the people of Oregon is respectfully solicited.

Aug. 2.

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Main St., opposite Main Street Hotel, OREGON CITY, O. T. Steambout and jobbing work attended to with

dispatch.
Orders from the country promptly filled. je7

Persons desirous of getting good work done will do well to give me a call, as my whole time is de-F. HIGHFIELD, WATCH-MAKER.

do well to give me a call, as my whole time is devoted to the repairing of Chronometer, Lever, Duplex, and Horizontal watches.

An assortment of Jewelry on hand, Jewelry made to order, and repaired.

Prices to suit the times. I am thankful for past favors, and hope to give satisfaction in future.

LT Located at the old stand, opposite the Telegraph Office, OREGON CITY. Feb. 2.

Drugs, Medicines, Paints, Oils, and Dye-stuffs, at the OREGON CITY DRUG STORE, Main Street, Oregon City, O. T.

JOHN P. BROOKS.

Provisions, S.c., Muin Street. A General Assortment kept up of Selected Goods Canemah, March 28, 1857.

GUN-SMITHING.

BEING permanently located in Oregon City, I am prepared to carry on the business of GUN-SMITHING

IN ALL ITS BRANCHES.

Those who favor me with their patronage, may expect to have their work done right. Those who leave GUNS at my Shop for repairs, and do not call for them within NINE

may expect to have them sold to pay charges.
FERDINAND WILDE. June 27, 1857.

Wells, Fargo & Co.'s Express, Between Oregon, California, the Atlantie

States and Europe. HAVING made advantageous arrangements with the United States and Pacific Mail Steam ship Companies for transportation, we are now pre-pared to forward Gold Dust, Bullion, Specie, Packages, Parcels, and Freight, to and from N York, N. Orleans, San Francisco, Portland, and principal towns of California and Oregon. Our regular Semismonthly Frances, between

Our regular Semi-monthly Express between Portland and San Francisco, is dispatched by the Pacific Muli Steamship Co.'s steamship Columbia, connecting at San Francisco with our semi-monthly Express to New York and New Orleans, which is dispatched reg clarly on the 1st and 16th of each month, by the mail scrumers and in charge of our own messengers, through to destination.

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of messengers.

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panies, or at Lloyd's in London, at the option of shippers.

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A. H. STEELE, Agent.
Oregon City, April 21, 1857.-1tf

Reading for the Million.

S. J. McCORMICK

HAS CONSTANTLY ON HAND AT THE FRANKLIN BOOK STORE, FRONT-ST, POETLAND, OREGON. Choice selection of Popular Books, New A papers, Magazines and Fancy Stationery.

Among the books on hand will be found works on Temperance, Agriculture, Horticulture, History, Poetry, Biography, Medicines, Religion, Science, School Books, Romances, &c., &c., &c.

age free.

If Subscriptions received for any newspaper published in any part of the Union.

Remember the Franklin Book Store and Newspaper Agency, Front street, Portland Oregon.

A priced catalogue will be published early in April, and will be sent to any part of the territory free on application.

Oregon Lodge No. 3, I. 0, 0. F., METS at their Hall over the Ore on City
Drug Store every Wednesday evening at
7 o'clock. Brethren in good standing are invited
to vinit. FRED. CHARMAN, N. G. George Pease, Sec'y.

TEMPLE OF HONOR.—Tentatin Temple of Hono., No. 1, meets on the last and 3d Priday erealogs of each month at 6½ o'clock, at Temperance Hall, Forest Grove, Oregon.

Members of the Order in good standing are invited to voit this Temple.

E. W. DIXON, W. C. T.

M. Torrae, W. R.

Argus The Oregon

-A Weekly Newspaper, devoted to the Principles of Jeffersonian Democracy, and advocating the side of Truth in every issue.

OREGON CITY, OREGON, NOVEMBER 28,

Report of Committee on Ralironds. lowing report :-

i. III.

important points-viz:

1st. Is there a good and feasible route? 2d. Would the road pay if built!

3d. Whence are to be derived the means necessary to build the road !

gene City. We have no definite knowledge of the actual grades, or amount of excavation or railroad on that route; but from the testimony of all with whom we have conversed upon the subject of the general character of the country along the line of the military road, we learn that the general surface of the country along or near said line is very uniform, with but few hills that road. will require deep cutting or heavy embank. ments. All agree also in representing a great portion of the land along the route hence, when there would be added to the for it and a determination to have it, is as being of the best quality for agriculture when the timber shall have been cleared off, and that a considerable portion of the way the land could be cleared at much the population they now have; and when and who will be the most interested in the less expence than any of our heavy timbered land. This feature of the country, so the route, and enterprise in farming, lum- der to put the road through, and to have favorable for tillage, is an important item bering and manufacturing generally shall the enterprise start and move right ahead, in counting up the future support of a rail have been stimulated to high and honor one thousand more or less of the most inread along that route. Although the fea- able exertion, with good prespects of suc- terested must come forward and subscribe sibility of the route cannot be demonstra- cess! We think that not less than \$1,- \$1,000 each, of the stock necessary to be ted except by an actual survey and leveling 000,000 per annum would be saved in issued to build the road. That would thereof, yet we have no hesitation in say- doing the ordinary business of the country make \$1,000,000. ing that we are confident that the route along the line of the proposed road, all of Another million would be taken by capi-

for the building of a milroad. Secondly-Would the road pay if built ? eration the changed condition of the whole Wholesale & Retail Dealer in Graceries, Produce, country, that would be affected by the opat the rate of twenty or forty miles an \$10,000,000 to \$30,000,000. hour. Norshould we stop at the close of in consequence of the better facilities for business with railroad communication from the interior to the seaboard. Although the investment might not pay back in div. idends, a per centage equal to the now current interest on money, yet the increased road, and such owners could well afford to most all cases sells at less than cest. give the road to any man who would keep attention-to wit : that property owners, stock in them. along the line of the road could well afford to build the road and give it away, for the there would be after the cost of the road, seem to warrant.

> near the upper portion of the proposed road, future time must find an outlet, and whose shipped away about 10,000 tons of produc importations will find an ingress at the route of the Willamette and Columbia posed road leads by the most feasible and about three weeks time in the transport- ductive portions of the whole Territory. stion.

been carried on a railroad from Engene portions of the Territory will ever decrease, cause it goes before a fall.

At a meeting of the citizens of Astoria, saving on the 10,000 tons of not less than will hereafter be discovered. Consequently held Oct. 31st, 1857, a committe was ap- \$100,000. More than half as much, say no opposition will ever rise that can sucpointed to report at a subsequent meeting 5,000 tons of merchandise was taken back cessfully compete with the propased line upon the feasibility of constructing a rail- into these same counties at a greater ex- of road, either by shortening the distance, road from Astoria to Eugene City, at the pense per ton, for freight, and the same by finding a better outlet or a better point head of the Wilamette Valley; and on the detention, and which make by railroad a of ingress. 9th inst., said committe submitted the fel- saving of at least \$75,000. These two The increased commerce that would items alone make \$172,000 that would The subject of building such a railread have been saved to the producers of those tion of the road, would make it pay to put must be considered with reference to three seven counties, on the sale and return pay steam tug beats on the Celumbia bar, might be obtained for produce, by reason merce. of the less risk to the purchaser which the Upon these separate heads we would re- ruilroad facilities give, would be equal to mark, in the first place, that we have no another \$150,000 ! We think so. But doubt that there does exist a good and fea- further on this point. How much of the sible route, and that it is along the line or products of last year in these seven counnear by the present Territorial military ties was lost entirely, or went to waste, road from Asteria to Salem, and thence on which would have been saved and exported cither side of the Wilamette river to Eu- but for the expence and delay attending and owning property on and near the line came upon another scene of murder, their transportation to the seaboard! We of the proposed road. think we are safe in estimating the benefits of a railroad to the eight counties on embaukment necessary to construct a good the proposed route, with their present or purchase property on the line of the sparse settlements, in freight on produce read. and merchandise, in faciliating travel and husiness, anually, at not less than half a from Congress, in accordance with the million of dollars, which would be ten per more recent act of Congress in giving land amount more than sufficient to build the

If such should be the case now, what Upon this point it is necessary not only to then would be twenty per cent. per annum matter.

expences thereof. of the freight and passenger train of carrs value of property along the line, say from

that calculation; but we should estimate afford for transporting the mails, merchan- say one or two millions of dollars, could be the increased value of property of all kinds, disc and passengers to and from the sea- raised to complete the road, when the lands board, say twenty per cent. per annum.

common acceptation of the term as applied that should have been issued. to railroads, that is, pay the proprietor and Upon this point, we are not certain that it petus the construction of the road would value of property along the entire length would, and in fact it is not necessary that give to all kinds of business; to the buildof the route in all probability would be it should: for of all the railreads in the U. ing up of society and numerous communifrom two to tenfold its present value- States not one fourth of them pay simply ties, etc. which must attend the same, your Therefore the road would be owned by the as a money investment—that is, the steck | committe recommend the adoption of the property owners along the line of the in those railreads is not at par, but in al- following resolution and the appointment

it is running order and accommodate the ing abandoned because it did not pay ! supposed to be interested in the matter, and community at the accustomed rates. To Although they do not pay, srill nobody has take such other steps as they may think this particular, we wish to call particular lost a dollar by them or by reason of taking advisable towards organizing a company

privilege of using it afterwards and paying at their termini, have generally built the in the Willamette Valley or elsewhere.

an actual increase in valuation of property | That the road would be a continual payprofit to be secured by the proposed road. Francisco to the Straits of San Juan de ed therein. as we think a little reflection upon the fol- Fuca, and that the Columbia river-the lowing particulars will abundantly show. second in size on the North American con During the first six months of the pres- tinent, drains a large extent of country ent year, the seven counties situated at or whose productions for exportation in all by the slow, circuitous, and expensive mouth of the Columbia river. This prorivers, costing on an average \$15 per ton direct route from the entrance of that river to the seaboard and generally consuming to the interior and most populous and pro-Nor is there any risk that the comparative The same amount of freight would have populousness and productiveness of those

City to Astoria, for \$5 per ton, making a or that any more direct and feasible route

grow up simultaneously with the construcof their expertable crops of last year. which would do away with nine-tenths of And, may we not say that the risk that all the difficulties of crossing that formidwould be avoided and the better prices that able obstacle to our past and present com-

This brings us to our third and last point: whence are to be derived the means necessary to build the proposed railroad? This we have already indicated partially under our second head. But we will repeat and add, as follows :-

1st-From those now doing business

2d-From others, non-resident new, but who will come in with money, and locate

3d-From a land grant to be obtained cent, on an investment of five millions-an to railroad companies ao aid in building such roads through the public lands of the United States.

The first and most important source, as would be the benefit of the road some years it should be the initial as indicating a need eight counties before mentioned, several from the seven thousand voters and others, counties more between Clatsop and Wash- living and doing business or owning propington, all of which will contain double erty in the eight counties before named settlements shall have sprung up all along building and operation of the road. In or-

indicated is a good one, and very feasible which would be expended in doing the talists and those coming in to locate along same amount of business on the present the read, and by those already here, after route of travel and transportation. This they see that something is to be done in the

consider the business that would probably on an investment of \$5,000,000, and in The grant of land from Congress could be offered to the road in the present con- this estimate no account has been made of be selected along the line of the road dition of our agriculture, manufactures and the ordinary charges for business on the where it is now worthless, but with the road commerce; but we must take into considdollars per acre, and which being selected these families met on the way, similar say; it would pay in the vastly increased road, could be held in reserve until the road would be built, by pledging the road and It would pay, in the facilities it would on which the ballance of money necessary. But, then, would it not pay in the more more than enough to cancel all the bends

Looking at the subject in this light and operator a fair interest on his investment? taking into consideration the general imof a committee of three to correspond with But who ever heard of any railroad be- the people of Willamette Valley who are and getting a charter from our Territorial The merchants, manufacturers, farmers leislative assembly, in connection with those and real estate owners along the roads and with those who may choose to act with us

liberally for that use. For instance, the roads, and when in operation and when Resolved, That it is the deliberate opinvalue of real estate and taxable property business has increased largely, or their ion of this meeting, that if all whose inter-

The report was adopted by the meeting the British residents. of not less than from ten to thirty millions ing investment, is shown by the fact that and the following named persons were apof dollars. The above consideration is far the mouth of the Columbia river is the only pointed a corresponding committee in ac thing peculiarly horrible in the idea of tor-

W. W. PARKER. JAS. WELCH. JAS. WAYNE, JAMES TAYLOR A. A. SKINNER.

There are thirty Artesian wills in Iroquois county, Illinois, all but two in successful operation.

Eight hundred tons of coal are con sumed by a Collins steamer in making the trip from New York to Liverpool.

large this season.

Perils of the Plains -- The Mormons and

Three emigrant families arrived lately Sacramento, by the Carson Valley route. They report, says the Union, many and evidences of outrage and murder as different places along the route, particularly in the vicinity of Goose Creek. Near this creek, their attention was attracted by the appearance of a human foot protruding from the ground, and on examining the spot, the remains of three murdered men were found buried only three or four inches below the surface. Upon another grave ciated, and so pertinacious in retaining their lonely resting place that no effort could entice or drive them from the spot. Their master was, most probably, the occupant of that grave, and their presence there, under such circumstances, was a touching exhibition of canine instinct and devotion. A few miles further on, they where, upon the ground, were strewn a few bones, and also knots of long, glossy hair, torn from the head of some ill-fated woman. Near by were the remains of three head of cattle, with the arrows still sticking in them. Reports brought by these families tend

strengly to corroberate the suspicion already existing against the Mormons as the instigators, if not the perpetrators, of the recent wholesale massacre of emigrants at Santa Clara canon. Mr. Pierce, who came by way of Salt Lake, and joined the other two families at the Sink of the Humboldt, reports some five hundred Indians encamped near Salt Lake, who, as he learned from the Mormons, were retained as allies to operate against the troops sent out by the Government. He was also assured that these Indians had been instructed not to molest the emigration this year, as preparations were not sufficiently complete to enable the Mormons to make a stand against the United States. In the city itself, large crowds of Mormons were nightly practicing military drill, and there was every evidence of energetic preparations for some great event. Before his family left Salt Lake, vague declarations of a threatening character were made, to the effect that, next year, "the overland emigrants must look out": and it was even insingated that the last trains this year might be destroyed. From the Mormon train which By these estimates then, the road would in alternate sections along the line of the statements were taguely communicated, one Mormon woman even going so far as to congratulate an old lady in one of these the land as security on bonds to be issued families upon her safe arrival so near her destination, and assuring her that "the last trains of this year would not get through so well, for they were to be cut off." could be brought into market and sold for We give these statements as we received them from members of these families, and, admitting their correctness, which we have no reason to doubt, they certainly go far to confirm a terrible suspicion.

PROPHETIC .- The Yolo (Cal.) Democrat says: "Without pretending to be gifted with prophecy, we venture the prediction that Brigham Young will at some not very distant day die of a Missourian. The people of that State are pretty well satisfied that they are the natural enemies of the Mormons, and are now nearing the time to 'get even' with that people for all past misusage. Murder and retribution are alike to be deprecated and deplored ; but the 'human nature' of Missourians is not remarkable for its capacity to meekly endure the treatment they generally receive among the disciples of Joe Smith."

CRUELTIES IN INDIA .- It is the privilege of the eight counties now organized, property been enhanced in value from two ets would be subserved by a railroad from and duty of the American press to judge through or near by which the proposed to ten, or even fifty fold in some cases, then Astoria to Eugene City, would but consider of events transpiring in the Old World read would pass, according to the last re- wishing to change their business, or invest the subject candidly, however visionary the with strict impartiality. We have slight turn's of the county Assessors, (See McCor- their money otherwise where they could project might appear at first view, they ties of blood connecting us, to be sure. mich's Almanac for 1859)-to wit: the exercise more immediate control over it, or would come to the full determination that with the European races, and we have the counties of Clatsop, Washington, Yambill, where it would pay a larger dividend, they the road can be built; and for the purpose prejudices which spring up about civiliza-Polk, Marion, Line, and Benton, is have offered their railroad stock in market of bringing the minds of others interested tion and Christianity; but still no other in round numbers \$11,000,000, which is for less than cost, as a purchaser is always to reflection and consequent action on the nation is so well fitted as we to look at all probably below the present value. Build found at some price; at fifty, sixty, or sev- subject, we recommend that meetings be sides of the controversies in the other hemthe road and the same property would be enty-five, or some other per cent. of its called and that all proper measures be used isphere. Mindful of this, it would be manworth from twenty-five to tifty millions of cost, and thenceforth railroad stocks are in the counties in the Willamette Valley, to ifestly unbecoming in us to indulge in that dollars, while it would cost not to exceed articles of traffic and sell for cost, or above, bring the subject before the people there revengeful feeling which the English jourfour or five millions of dollars, therefore, or below par as their business and in other parts of the Territory, that nuls express in view of the cruelties pracwould be affected by ten proposed railroad, ticed by the rebel natives of India upon

To the men of our race there is some from being the chief, or only source of practicable harbor on the coast from San cordance with the recommendation contain- ture. It does not pain us near so much to hear that a man, whom we did not knew, had his head cut off, as it does to read a de-W. H. GRAY, Ascription of a child's having a finger-nail pulled out with pincers. Such things seem fiendish-and are sufficiently so-and stir us into fury. But the Asiatic cannot understand this feeling, and some slight thought should be taken of his different by his fellow countrymen, his departure training and temperament.

But the voice of history, all partial as it is in favor of Europeans, should also be The sugar cane crop is unusually heard by us in this matter. Could certain chapters of it have been written by Indian drawn in more impressive colors. Thus think themselves entirely alone.

ADVERTISING DATES. One square (12 lines or kes) one investion, \$3,00 iwo investions, 4,00 three insertions, 5,00 Each sub equent interior, 1,00 cions to those who advertise by the year.

JOB PRINTING.

ing material, and will be in the speedy recept of additions suited to all the requirements of this locality. HANDRILLS, POSTEES, BLANKS, CARDS, CIRCULARS, PAMPHLET-WORK

we are teld that, in one of the first European voyages, the Portuguese commander seized a large vessel on the coast of India, shut up the crew and passengers in the hold, and set the ship on fire. Three hundred perished; many of them pilgrims to Mecca. A subsequent commander made an attack on the city of Dabool, massacred the inhabitants, "tearing children from the bosoms of their mothers and dashing out their brains against the walls," and then burnt the city. It passed into a proverb with the Hindoos, who referred to it to point their bitterest curse. In short, the history of the Portuguese in India, is a history of enormities, and may well have taught the natives the use of brutality in

The English were never so much addicted to cruelty-but, under the impulse of revenge, they have rarely stopped to think twice about the proper mode of punishment. Nearly a hundred years ago, blowing mutineers from cannon was adopted. And throughout the history of their conquests in India is many a dark page, when placed beside the Christian standard. But it would be unfair to revive these at the present time. Let us glance rather at something of the feeling now manifest in the British troops.

An officer in the civil service, from Allahabad, writes: "We have power of life and death in our hands, and we assure you we spare not." Another, from the same place: "Not a day posses but we string up from ten to fifteen of them (noncombatants)." One exulting officer writes : "Holmes is hanging them by the score, like a 'brick.'" Another, in allusion to the summary hanging of a large body of the natives: "Then our fun commenced." A third: "We held court-martials on horseback, and every nigger we meet with we either string up or shoot." From Benares we are informed that thirty Zemindars were hanged on the mere suspicion of sympathizing with their own countrymer, and whole villages were burned down on the same plea.

We should also remember that, while the atrocities of the natives are dwelt upon, the revengeful operations of the English are rapidly dispatched in a matter-of-fact style. Thus, in one account of the blowing up of the magazine at Delhi, it was briefly mentioned that about a thousand mutineers were destroyed. An Indian, writing an account to his family, especially if his relatives had been blown up, would give a very different description of the affair.

Of course, we abominate the atrocities of the Hindoos as much as any, and we sincerely trust that our English kindred may escape any more of them-but we would keep our indignation from degenerating into unseemly revenge, and from looking wholly upon one side,- Boston Troveller.

DISTRIBUTING THE SURPLUS REVENUE. -The Albany Evening Journal, in speaking of a plan for distribution the surplus revenue in the U.S. Treasury among the States, says: "Government adopted this step once be-

fere, and with beneficent results. On the 1st of January, 1836, \$26,000,000 in the Federal Treasury were divided among the States. New York received \$1,500,000. She invested it in education. It has wrought magic changes in twenty years. Seven stately Colleges and a Normal School have risen in our towns. A hundred new Academies adorn our villages,-When bells ring noon, nine hundred thousand children pour out from eleven thousand school houses. When Saturday night comes round, a free library is thrown open of a million and a half of books. Every boy and girl in the State, from five years up to twenty, is offered tuition gratis, by that United States Deposit Fund. It adds \$25,000 every year to the principal of the School Fund. It gives \$165,000 every year toward the expenses of the School system. It has educated a generation.dozens more, and they will each and all rise up to bless the generosity of Uncle

DEATH OF MR. CUSTIS .- It becomes our painful duty, says the National Intelligencer, to announce the decease of the venerable Geo. Washington Parke Custis, the last of the members of the family of Wash-

Mr. Custis died at Arlington, near this city, after a brief illness, on the morning of the 10th Oct., in the 77th year of his age. For several years he had steed alone in his relations to the Father of his Country. ever anxious, with filial reverence and affection, to illustrate his character, and the rich stores of his never failing memory to bring forward an annual tribute to his immortal worth. Known and honored will awaken universally a prefound regret.

CURE FOR LOVE .- Hide in a cleset half a dozen times and listen to the conversation which takes place between a couple who 67 Why is summer like pride? Be. writers, they would undoubtedly have been have been married one year, while they