

WM. HOFFMAN,
NOTARY PUBLIC,
CONVEYANCER
U. S. Circuit Court Commissioner
For the District of Oregon.
OFFICE—First Door North of Beckman's
Banking House.
Deeds and other instruments of writing care-
fully prepared, and acknowledgments taken.
Applications for Homestead Entries, Pre-
emption Rights and Private entry of land pro-
cessed.
Jacksonville, August 4, 1866.

SUTTON & HYDE,
AGENTS FOR
LYON'S KATHAIRON,
LYON'S EX'T GINGER,
LYON'S ELEA POWDER,
MAGNOLIA WATER.
[Jacksonville, Sept. 29, 1866—17]

AMERICAN EXCHANGE,
Corner of Washington and Front Streets,
PORTLAND, OREGON.

L. P. W. QUIMBY,
(LATE PROPRIETOR OF THE "WESTERN HOTEL.")

HAVING TAKEN THE ABOVE HOUSE,
and entirely **REFITTED AND REFINISHED** it, is now prepared to receive and accom-
modate his friends and former patrons, and
the general traveling public. For safety in the
event of fire, and the convenience of guests,
a **SECOND PASSAGE** has been opened to the
SLEEPING APARTMENTS, which are commodi-
ous and especially arranged for the accommo-
dation of families. **WARM AND COLD**
BATHS attached to the house.
This house is located on the Steamboat
Landing, thus affording to the
Portland.

THE HOTEL COACH
will be in attendance at the several Landings
to convey guests and their baggage to and from
the house **FREE OF CHARGE.** The house has
a large **Fire-Proof Safe** for valuables. The
Proprietor will undertake that nothing shall be
left unattended to render his house attractive,
and guests comfortable. oct511

R. HIGAN. J. G. WALL.

DUCAN & WALL,
FORWARDING AND COMMISSION
MERCHANTS,
Brick Building,
Corner of Front and F Streets,
CRESCENT CITY.

THEY WILL ATTEND TO THE RECEIVING
and forwarding of all goods entrusted to
their care, with promptness and dispatch. They
have fitted up two large buildings for storing
goods, and have made arrangements so that
merchants doing business through them will
not suffer by any overcharges, or lose any just
claim for goods lost.
Consignments solicited. Merchandise
received on storage. ju2411

P. B. COFFIN,
HOUSE PAINTER,
IS NOW IN POSSESSION OF THE ENTIRE
stock of materials and tools formerly be-
longing to Costello & Coffin. Mr. Costello
having withdrawn, P. B. Coffin will continue
the business, and can be found at his shop,
Corner of C and Third Streets,
prepared to do work in a workmanlike manner
and at reasonable rates.
Jacksonville, Oct. 13, 1867. oct1914

EL DORADO,
N. E. Cor. Cal. & Ogle Sts. Jacksonville, O.
S. M. FARREN.

NEW BROOMS SWEEP CLEAN!
THEN GO TO PREATER'S
BROOM MANUFACTORY
AND BUY THE BEST IN THE MARKET,
AT WHOLESALE OR RETAIL.
Factory on corner of Oregon and Main Sts.,
by the Odd Fellow's Hall, and opposite the
Franco-American Restaurant.
Jacksonville, Nov. 29th, 1867. nov30-6a

Ho! You Delinquents!
AS OUR S. SACHS WILL BE OBLIGED
to leave shortly it becomes necessary for
us to call on all those indebted to us by book
account or note to settle at once. We hope
our friends will take due notice of this, the
ONLY DAY we intend issuing.
SACHS BROS.
Jacksonville, Dec. 12th, 1867. dec14-11

Notice.
ALL PERSONS INDEBTED TO US MUST
positively pay by the first day of January
next. A settlement or note is not what we
want. We want the money due us, and per-
sons owing us must positively pay up.
GLENN, DRUM & CO.
Nov. 22d, 1867. nov23-2m

PAY UP—LAST CALL.
ALL THOSE INDEBTED TO US ARE
hereby notified to come forward and pay
up by the first day of January ensuing, and
it will certainly be to their interest to do so, as
we cannot do business without money to meet
our liabilities; and furthermore, deeming it
for the best interest of all concerned, we have
determined to establish a strict cash basis in
business after the first day of January, 1868,
and will not depart from it.
SUTTON & HYDE.
Jacksonville, Dec. 19th, 1867. dec22-11

Oregon Sentinel.

VOL. XII.

JACKSONVILLE, SATURDAY, JANUARY 4, 1868.

NO. 50

BUSINESS NOTICES.

Peter Britt,
Photographic Artist,
JACKSONVILLE, OREGON.
Ambrotypes,
Photographs,
Cartes de Visite
DONE IN THE FINEST STYLE OF ART.
Pictures Reduced
OR ENLARGED TO LIFE SIZE.

DR. A. B. OVERBECK,
Physician & Surgeon,
JACKSONVILLE, OREGON.
Office at his residence, in the Old Overbeck
Hospital, on Oregon Street.

E. H. GREENMAN,
PHYSICIAN AND SURGEON,
OFFICE—Corner of California and Fifth
Streets, Jacksonville, Ogn.
He will practice in Jackson and adjacent
counties, and attend promptly to professional
calls. feb21-11

DR. A. B. OVERBECK'S
BATH ROOMS,
In the Overbeck Hospital,
WARM, COLD & SHOWER BATHS,
SUNDAYS AND WEDNESDAYS.

F. GRUBE, M. D.,
PHYSICIAN & SURGEON,
OFFICE—Near M E Church, Jackson
ville, Oregon.
Jacksonville, Dec. 21st, 1867. dec21-11

DR. HUFELAND'S
SWISS STOMACH BITTERS!
The best Purifier of the Blood!
A Pleasant Tonic!
A Very Agreeable Drink!
Unsurpassed for acting surely but gently on
the secretions of the kidneys, bowels,
stomach and liver!
For sale at all wholesale and retail liquor,
drug and grocery stores.
TRY IT!
TRY IT!
NOBODY SHOULD BE WITHOUT IT!
J. G. FINCH, Proprietor.
TAYLOR & BENDEL, Sole Agents,
413, Clay St., San Francisco.
july15-11

Warren Lodge No. 10. A. F. & A. M.
HOLD their regular communications
on the Wednesday Evenings or preced-
ing the full moon, in JACKSONVILLE, ORE-
GON.
A. MARTIN, W. M.
C. W. SAYAGK, Sec'y.

The Best Remedy for Purifying
the Blood, Strengthening the Nerves, Restoring
the Lost Appetite, is
FRESSE'S HAMBURG TEA.
It is the best preservative against most any
sickness, if used timely. Composed of herbs
only, it can be given safely to infants. Full di-
rections in English, French, Spanish and Ger-
man, with every package. TRY IT!
For sale at all the wholesale and retail drug
stores and groceries.
EMIL FRESSE, Wholesale Druggist,
Sole Agent, 410 Clay street,
San Francisco.
july15-11

BOOT AND SHOE MAKERS.
NOTICE.—Having disposed of our Fac-
tory, we are now prepared to give our whole
attention to our Leather and Finishing business.
On hand, direct from France, Galf & Kip,
Domestic Leather, Boot Legs, etc.
JOHN G. HEIN, L. FAYRE, JOHN BRAY,
New York. Paris. San Francisco.
Address, HEIN & BRAY, San Francisco,
416 Battery Street.

Plows! Plows!
By cases of ten each or set up.
Harrison's Cultivators, Farm Mills (all kinds),
Cider Mills, Hay Cutters, (all sizes) Fanning
Mills, (all sizes) CORN SHELLERS (double
and single hand and horse power), Wagons,
Carts, with a large and full assortment of all
kinds of AGRICULTURAL IMPLEMENTS,
all which will be sold at greatly reduced prices
—at wholesale or retail.
J. D. ARTHUR & SON,
Corner of Davis and California Streets,
oct12m3 San Francisco.

LIME! LIME!
BUILDERS AND OTHERS WHO DESIRE
lime, will find a constant supply, of the
best quality, in quantities to suit, at my shop
on Main street, between Oregon and Third, op-
posite Muller & Brentano's store. In my ab-
sence, Mr. Alex. Martin will wait upon custo-
mers.
STONE CUTTING
AND
Stone Mason Work
done on terms to suit the times. Orders from
the country will receive prompt attention.
JOHN R. PEACOCK,
Jacksonville, April 26, 1867. ap27

THE OREGON SENTINEL.

PUBLISHED
Every Saturday Morning by
B. F. DOWELL,
OFFICE, CORNER 'C' & THIRD STREETS

TERMS OF SUBSCRIPTION:
For One year, in advance, Four Dollars; if
paid within the first six months of the year, five
dollars; if not paid until the expiration of the
year, six dollars.

TERMS OF ADVERTISING:
One square (10 lines or less), first inser-
tion, Three Dollars; each subsequent inser-
tion, One Dollar. A discount of fifty per cent
will be made to those who advertise by the year.
Legal Tenders received at current rates.

Adjourned Railroad Meeting.

**Held at the Court House, Port-
land, December 18, 1867.**
Meeting called to order by A. P. Dennison,
Secretary. The chairman of the previous meet-
ing being absent, Gen. A. L. Lovejoy was
called to the chair. The object of the meeting
being stated, Col. W. W. Chapman, from the
committee of seven, heretofore appointed,
made the following report, with accompanying
resolutions:

The Committee appointed at a pub meeting
of the citizens of Portland, Oregon, held at the
Court House, on the evening of the 7th of
December, 1867, to take into consideration
the various railroad projects into and through
Oregon; ascertain what measures are necessary
to be taken to reconcile conflicting interests,
produce harmony and concert of action in their
support report:

That so far as our committee is informed,
there are four or five railroads in contemplation
in which, we the people of Oregon, feel a deep
interest.
THE NORTHERN PACIFIC RAILROAD
To run from Lake Superior to Puget Sound,
with a branch following down the Columbia
river to Portland. To appreciate the impor-
tance of this road, it is scarcely necessary to
do more than turn to the map, mark its initial
point and trace its line. When completed
with its branch to Portland, it will afford us
easy access to the valleys far up the Columbia,
bringing us in close connection with the New
England States; open the way for, and direct
the current of our immigration and commerce.
In aid of its construction Congress has already
granted liberalities of the public lands. Further
aid is now asked in the shape of subsidies. Its
branch to Portland if ever constructed, will
probably, in effect, become the main trunk,
and Portland its door way to Puget Sound.

Of the Union Pacific Railroad to us is of para-
mount importance and demands our most care-
ful support. As yet, no aid for its construction
has been granted by the Government, nor has
it had any Congressional recognition. Oregon,
Washington and Idaho, claim to stand on equal
footing with California in their demand for a
branch railroad; and no reason exists or can
be assigned why the National Government
should not extend the same parental aid to them
that she has so liberally bestowed upon our
sister State.

In geographical extent, agricultural and
mineral resources, we are her equal. We ship
our millions of gold and silver, wheat, flour,
wool and other articles of commerce; and im-
port our millions of merchandise. We lie
more directly in the lines of the China trade
through the finest harbor on the Pacific coast.
We have the Columbia river, itself a harbor,
and navigable for hundreds of miles, with the
best timber in the world for most uses, and
abundance of it, and easy of access. From ore
in great quantities and furnaces to smelt it;
extensive iron works and machine shops;
woolen factories and sheep w't; the finest wool;
never failing crops of wheat and flouing mills
almost without number, and withal the cattle
upon a thousand hills.

The branch road from Salt Lake to Portland
would connect us by the shortest route with
the great heart and body of the United States.
In 1865 the Boston Board of Trade, appreciat-
ing the value to the New England States of
the Northern Pacific Railroad, caused a report
to be made upon the subject from which we
make the following quotations: "The Pacific
and Southern routes will bring the Pacific
States in close connection with New York,
Philadelphia, Baltimore and New Orleans;
and the trunk lines from some of these cities
are already seeking to identify themselves with
the companies proposing western extensions."
This frank admission of the city of Boston
seems with what every man acquainted with
the history of the country in this respect knows,
has proved true. The conclusions from this is
that the flow of commerce upon the Union
Pacific Railroad, would be that of every State
from Canada to the Gulf of Mexico. Of which
it is but reasonable to conclude that a fair
proportion would be destined for Idaho, Ore-
gon and Washington. The route of the Port-
land branch lies through a rich mineral region,
with its cities and towns; agricultural districts
densely populated, having elegant farms in a
high state of cultivation, all yielding their
millions of gold and other articles of commerce.
Starting a little more in detail, the road would
probably shoot off as far east as Goose creek,
entering down the Snake river valley,
following down the Snake river valley,
and entering Boise valley, and through Boise city,
the seat of Government of Idaho Territory. This
valley is composed of rich agricultural lands,
in a forward state of cultivation, surrounded
upon all sides with extensive gold and silver
mines, each district having its flourishing town,
Idaho city distant 35 miles, Centerville, 40
miles; Placerville, 50 miles; Pioneer City, 40
miles; Ruby City—miles; Selver City—
miles; with other towns of minor importance,
from Boise valley the route lies through the
Payette and Weizer valleys, with agricultural
lands and some settlements, and crossing Snake
river near Old's Ferry, pass through the Burnt
and Powder river valleys in the county of
Baker, embracing large quantities of good
farming lands, and connected with extensive
districts of gold, silver and copper mines of
great richness. Baker City, the county seat
of the county, is situated upon the route,—

Leaving these valleys, it lies through the
Grand Ronde valley, in Union county. This
is a broad, level prairie, watered by the Grand
Ronde river. The valley is densely populated,
producing immense quantities of wheat and
other grains. Union town, and Le Grande,
the county seat, are the principal towns. It
has several flouring mills, manufacturing large
quantities of flour. After crossing the Blue
mountains, the route to the Columbia river
lies through a district of country embracing
agricultural lands of a superior quality, covered
the year round with luxuriant growths of grass.
Outside of the Indian reservation there are
considerable settlements. The whole length of
the route from Goose creek to Portland is
about 567 miles. Of this, 212 miles on the
Columbia and 120 on the Snake river, is
navigable by steamboats, and may be used
temporarily until the completion of the road;
but this ought not in any manner to delay or
suspend the prosecution of the work short of
its entire completion.

We make these brief allusions to the coun-
try to show how important the proposed road
is to our brethren and customers of Idaho and
Eastern Oregon, while we think we are safe in
saying that to Portland and Oregon generally
its importance cannot be over estimated, and
call for the best energies of our Senators and
Representative in procuring the necessary aid
to insure its immediate construction. Eastern
Oregon pays its proportion in the support of
the State government, and contributes to all
our public improvements, and in the opinion
of your committee no pains should be spared
to bring about this desirable object so much
needed by them and so beneficial to us.

The present is the most favorable time to
press our claims. Other projects of a similar
character though not antagonistic will be before
Congress, and while it is on the giving
hand, we may reasonably hope for success.
We think our success lies in looking to a
connection with the Union Pacific railroad
company for either a branch or an extension
of their road to Portland. That company,
through the various Eastern intersections, and
the travel and commerce connected with them,
must be identified with the interests of a large
majority of the States, and surveying the
country north of California, including British
Columbia and Vancouver Island, its resources
and its commerce with the Atlantic, Western
and Southwestern States, they can but see
the importance of having an independent through
line to Portland, connecting by means of a
road 500 miles shorter than by way of San
Francisco. These considerations cannot, we
think, fail to exert a favorable influence upon
the company and upon the States with whose
interests they are identified. That company
has already completed 500 miles of the great
trunk, and are familiar with all the details of
the work; their communications reach to al-
most every State, and their resources are ap-
parently to be inexhaustible, and should they
undertake it, it is not too much to expect its
immediate commencement and early com-
pletion.

From the consideration of the subject of a
through line of railroad, so rich in its promised
results, we turn to one which, while it is more
local, is no less pressing in its demands and
promising in results.
PORTLAND AND VALLEY RAILROADS
Have engaged the attention of the people for
several years past. Until recently it has been
more or less a question whether the necessities
of the country would justify embarking in the
enterprise, and we regret to say that even at
this day there are those of little faith. This,
however, is no reason for discouragement. All
experience hath shown that where there is
freedom of thought there will be difference of
opinion.
The valleys of the Willamette, Umpqua and
Rogue river, extending the whole length of
the State north and south, a distance of 200
miles, and in width, including the foot hills
and accessible slopes of the mountains, about
70 miles, as a district of country for climate,
health, soil and productions is unequalled upon
the Pacific coast. Limited and unsystematic
as the cultivation of the soil has been, failure
of the crops is unknown in Oregon. The
promise of "seed time and harvest" is literally
ours, and verily fulfilled. With all this it is
admitted that but a small proportion of our
valuable land is in cultivation, and in many
sections of this favored country the products
of cultivated lands lie rotting, because the cost
and difficulties of transportation is a prohibi-
tory tariff. The Boston Board of Trade know
this. They at their great distance from us
know our want of facilities for transportation.
Hear what they say, speaking of Oregon:
"Its soil is productive, and its climate temperate;
its resources are only waiting transpor-
tation facilities across the continent to be speedily
and greatly multiplied." We know that large
fields, say farms, lie idle from year to year
because it is worse than idle to produce crops
with no prospect of their reaching market with
any return to the producer. And the farther
south you travel, the more apparent are these
difficulties; and except as supported by the
interior trade, or long journeys to feeble
and unstable markets, no wealth is accumulat-
ed from the productions of the soil. Large
quantities of good land as can be found upon
the coast, is set out in grazing, because of the
want for transportation of wheat, oats barley,
etc.

How does this state of things affect the
prosperity of Portland, the emporium of trade?
It would be a work of supererogation to argue
this question to our merchants and mechanics.
They know the laws of trade and walk therein.
The more of a staple article is produced and
ready for a foreign market, the greater will be
the demand for it in our home markets. A
small quantity attracts no attention. We
must be able to load ships at our wharves, and
that must be done speedily and at the proper
season. With the present facilities for trans-
portation, with even the limited amount of
wheat produced, we are neither able to get it
to market in time, or in sufficient quantities to
profit by the demand.
It is true, (and we avail ourselves of the
fact as an argument,) that the people of the
districts in the immediate vicinity of Portland,
were partially able to avail themselves of the
late rise in the price of wheat but this was at
a loss of time in transportation, sufficient in
which to have ploughed and sown wheat
enough with facilities for transportation, to
have bought the wheat in market, yet not
more probably than one-fourth the wheat is in
market.

Admitting that we have a river running
through the heart of our valley, still it is not nav-
igated any considerable distance for the trans-
portation of the products of the country at
the proper season, nor is it for this purpose
available at any season for the great mass of
the farmers, say noting of the cost of transpor-
tation.
One of the great drawbacks to the prosper-
ity of any country, is the high cost of transpor-
tation. This not only strikes primarily at the
producer, the farmer and his farm, and keeps
both poor, but their losses are reflected upon
every branch of industry. When the farmer is
prosperous he purchases more merchandise,
secures more comforts, and consumes more
luxuries. He builds better houses and barns,
uses improved implements; raises the finest
stock and employs more labor. All this im-
provement is divided with the mechanic, mer-
chant, importer and carrier; and so the whole
community is prospered because of the pros-
perity upon the farm, where all our solid and
enduring prosperity is founded. But the farmer
cannot be prosperous where one-third the value
of his crops must go to him alone who carries
it to market. A railroad or railroads through
these valleys would always secure him trans-
portation, at the proper season and at living
fair rates by producing competition with the
boats.
From statistics, compiled by W. J. McAl-
pin, State Engineer of the State of New
York, he finds that the average cost of trans-
portation by railroad is thirteen cents per ton
per mile. From a table of the freight charges
on the Willamette river, published November
1, 1866, we learn that the average on this
river is one hundred and seventy cents per ton
per mile. Now we respectfully submitted that
neither the farmer nor the interest of the city
of Portland can be promoted under such a
state of affairs, constituting, as it does, one of
the strongest appeals to take hold of this en-
terprise.

The wonderful effect of railroad transpor-
tation may be seen in the rapid growth and
unparalleled prosperity of the Western States.
These fertile valleys have been transferred to
cities, and cities have sprung up from naked
prairies in a day. Every one can call up
instances of this rapid development. One of
the most noticeable elements of this develop-
ment may be found in the increase of the wheat
crop in those States:
In 1860, Wisconsin had no railways and
Illinois next to none. The wheat crop of
Wisconsin that year was 4,250,000 bushels,
Illinois, 9,500,000; of Pennsylvania, 15,500,000;
and Pennsylvania was then the greatest wheat
producer of all the States by 2,000,000
bushels. But from 1850 to 1860 Wisconsin
and Illinois completed their thorough railroad
system, which enabled them cheaply and
readily to bring their grain to the markets of
Chicago and Milwaukee; and so in the year
1860, we find by the census tables, Wisconsin
produced 15,657,458 bushels of wheat; Illinois,
23,837,023 bushels, and Pennsylvania but 13,-
000,000. During the ten years between 1850
and 1860, there was a decided falling off in
the wheat production of New York and
Pennsylvania; but at the same time, almost
wholly through the encouragement given to
production by railway transportation, the five
great wheat States of the West, Indiana, Illi-
nois, Michigan, Wisconsin and Iowa, increased
in production 47,000,000 bushels per annum—
over three hundred per cent, on the products
of 1850 was yielded in 1860. What is quite
as remarkable, the price of wheat was nearly
twice as high in the latter as in the former
year. In the same State a similar increase is
noted in almost every other agricultural pro-
duction.
To determine the propriety of constructing
a railroad through the Willamette valley
something over a year ago, a gentleman inter-
ested in the subject, sent out a circular to rail-
road Presidents, county and State officers
and land officers in the Eastern States,
asking for a great variety of information.
Many of these original circulars have been re-
turned with the interrogations answered, and
have been laid before your committee. We
cannot epitomize all the information they afford,
although all is valuable and interesting, but
we select a few points. The construction of
the North Missouri Railroad increased the
value of the land along its line five times its
value before the construction of the road. The
county of Audrain is given as an example,
where before construction of the road the as-
sessment roll showed \$600,000 taxable property
in the county, but after its construction in two
years, the assessment roll showed \$3,000,000.
The city of Evansville, Indiana, subscribed
\$200,000 to the Evansville and Crawfordsville
road, and it was not necessary to increase the
rate of taxation to pay interest on that amount,
such was the increase of taxable values. The
Maine Central Railroad draws its trade from
a strip of country eight miles wide on each
side of the line (not a very good country, as is
well known), and its net earnings over and
above all expenses are \$229,000, on 110 miles
of road. The Dubuque and Sioux City Rail-
road (Iowa) increased the value of land along
its line two hundred per cent, and saves forty
per cent of its income off a local population
of 57,000. The Cumberland Valley Railroad
(Pennsylvania) derives its traffic from a valley
12 to 20 miles wide and 75 miles long, and
pays its stockholders eight per cent cash
dividends. The Secretary of State of Wiscon-
sin writes that railroads have quadrupled the
value of land in that State, and in no case has
the rate of taxation been increased to meet in-
terest on county or State subscriptions.
The increase of population consequent upon
the commencement of the road is a subject of
itself of great interest, but when completed the
increase will be no doubt with astonishing
rapidity, and will quite compensate the State
were she alone to build it. Satisfied therefore
of the propriety of laying hold of this great
enterprise, and that with a strong arm, it is
desirable to consider the subject with reference
to the
SEVERAL ORGANIZATIONS,
so that not only the citizens of Portland, but
of the whole State, may give understandingly
their most efficient aid to be appropriated har-
moniously for the public good.
Congress, by an act passed the 23th of July,
1866, granted to the State each alternate
section of the public land, 25 miles in width
on each side of the line of the proposed road,
to aid in its construction. The State Legisla-
ture, to make the grant available and ensure
the construction of the road, by an act passed
the 24th of October, 1866, provided and de-

clared "that the State of Oregon shall pay the
interest for 30 years on one million dollars of
the bonds of the Oregon Central Railroad, as
laid out by act of Congress approved July
25th, 1866. Two companies have been organ-
ized, each calling itself "The Oregon Central
Railroad Company." One company, headed
by J. Gaston, Esq., is procuring its surveys
through Multnomah, Washington and Yamhill
counties, and propose to construct their road
entirely upon the west side of the Willamette
river. It is also canvassing vigorously for
stock, and as we learn, has procured to be
taken in the locality of the proposed road over
\$200,000. The other company, represented
by Mr. Perine, proposes to have contracted
East for the construction of their road from
Portland south, a distance of 150 miles, and
as we learn, have sent on several hundred
thousand dollars of bonds of the company, on
telegraphic advices of which, they say, the
iron and rolling stock for one section will be
shipped. Recently other articles of incorpora-
tion have been filed contemplating the construc-
tion of a railroad from Portland to the Hum-
boldt there to intersect the California and
Salt Lake Railroad, properly known as the
Central Pacific Road. The construction of
this road depends upon whether Congress shall
grant a subsidy.

The construction of a railroad or roads from
Portland south, is of too much importance to
admit of controversy or litigation respecting
the application of the contemplated aid. Assu-
ming that both are equally sanguine of suc-
cess, and both are acting in good faith, what
ought the State to do? What ought Portland
to do? What can her capitalists safely do?
We think the difficulty can be overcome in
this way: The Gaston company, by resolution
irrevocable, without forfeiting their stock al-
ready subscribed, declared that the road by it
to be constructed, shall run entirely upon the
west side of the river; consequently there is
not the remotest probability of any stock being
taken upon the east side. This necessarily
forces any company that has been or may be
organized for the construction of another road
from Portland to Eugene to keep upon the
east side of the river after leaving the vicinity
of Portland, at least so far as regards the
influence of subscriptions to stock. Any other
company certainly could have no motive in
running a road on the west side any great
distance. And thus it is, if the west side com-
pany shall be successful in procuring their en-
terprise, (and we have no reason to doubt it)
that unless there shall be two roads, the east side
will be partially ignored in railroad facilities.
The Gaston Company resists its hopes of success
upon the Acts of Congress—the aid from the
State, and west side stock. Whether the
Perine Company yet claim the National and
State aid, we are officially uninformed, but
believe they do not; but we do know that it
is quite as necessary for a road mainly on the
east side of the Willamette as upon the west
side; it is as practicable and the people on
that side will feel as able to take stock in such
a road, should the Perine project fail, and
Portland and vicinity have an equal interest
in the success of the two roads. If one road
can be constructed dependent entirely for its
support upon one side, another road, dependent
entirely for support upon the other side, can
be constructed. And we think this difficulty
can only be overcome by constructing two
roads, one on each side of the river as high as
Eugene City, there intersecting, and from
Eugene City to Jacksonville by a single line;
the same aid, both National and State,
should be granted to both roads.
As a matter of fact, the construction of a
road on one side of the Willamette is not so
important to the other.

We think, therefore, the State should provide
for the payment of the interest upon two
millions of bonds for the construction of the
two roads intersecting at Eugene City; and
when necessary, the interest upon a million in
aid of the road to Jacksonville. These roads
constructed, the State would be more than
reimbursed the interest so provided for.
Your Committee are of the opinion that
considering the incalculable advantage, the
construction of these roads would be to Port-
land that the city should ask legislative
authority to submit to the owners of taxable
property the propriety of either taking stock
or guaranteeing the interest upon an amount
of the bonds, not exceeding one million of
dollars.
We should not look upon the guarantees
herein recommended as payable immediately
from the present resources of the country, but
consider that section of the roads must be
completed before any obligation is incurred,
and then, that interest only runs as the money
shall be expended. We should also consider
that from the hour that ground shall be broken
in these great improvements, that consequent
thereon, and the faithful prosecution of the
work, there will be such an increase of popu-
lation; rise in the demand for and price of
lands; improvement of farms and cultivation of
the soil; and in the estimation of the world,
such assurance of our greatness as a State, in
thus preparing to receive that flow of commerce
that must inevitably accompany the extension
of the Pacific Railroad, as will enable the
State to meet her engagements without inconve-
nience.

Under such assurance the future of the City
of Portland must not be left out of considera-
tion. With the commerce of the Salt Lake
Branch Railroad; the Northern Pacific Branch
Railroad; the Willamette and Jacksonville
Railroad; the Puget Sound and Portland Rail-
road; and that of the Columbia and Willamette
rivers, together with being brought into
close connection with the world's commerce,
who can estimate or place a limit to the great-
ness of our city. These things are all within
our power. If we do them we shall be well
rewarded in our day and millions will rise up
and call us blessed.
In view of the above facts, your committee
herewith submit the following resolutions:
Resolved, That our Senators and Representa-
tives be instructed to favor the construction
of the Northern Pacific Railroad, with a
branch to Portland, by all necessary legisla-
tion.
2. That our Senators and Representatives
in Congress be, and they are hereby requested
to urge upon Congress the indispensable nec-
essity of constructing a branch railroad from
the Union Pacific Railroad, at or near Salt
Lake, through Idaho and Eastern Oregon, to
the city of Portland; and that they use the
utmost of their ability to secure Congressional
aid to this great work, similar to that granted
to the Main trunk, Omaha westward.
3. That it is expedient that there should
be constructed two railroads from the city
of Portland—one crossing the river at some prac-
ticable point between the city of Portland and
Oregon City and running on the east side; and
the other on the west side of the Willamette,
and intersecting at Eugene City; and thence
by a single line extending south through Ump-
qua.

4. That the same national aid should, and
to the extent of our efforts, shall be given to
aid in the construction of the roads as set forth
in the third resolution.
5. That the State, by a Legislative Act,
should agree to pay the interest on two million
(CONTINUED TO FOURTH PAGE.)