

AGENTS. THOS. SMITH, Rossburg, Douglas county. STEPHEN RADON, Pleasant Hill, Lane county.

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The Contest in Illinois. The farmers of Illinois are fighting a battle in which they deserve not only the co-operation of all the farmers throughout the land, but also the support of the whole newspaper Press.

BENTON COUNTY.—The Democrat, June 21, says the building of the farmers' warehouse in Corvallis has been commenced.

Corvallis College closed its labors for the school year of 1872-'73 on the 18th inst. The baccalaureate sermon was preached on Sunday by Rev. E. J. Dawne, of Salem.

Grand Jury Report. JUNE TERM, 1873. We the Grand Jury of Marion county, State of Oregon, having disposed of twenty-five cases brought to our notice, and completed our labors, respectfully make the following report:

J. QUINN THORNTON, ATTORNEY AND COUNSELOR AT LAW. Office, in Patton's Block, State street, Salem, Jan 27 '74.

The Farmers' State Convention. REPORT OF THE ENGINEER OF THE W. F. C. & L. CO. ENGINEER'S OFFICE, W. F. C. & L. CO.

Mr. B. Goldsmith, President W. F. C. & L. Co.—DEAR SIR: I herewith submit the following statement as to points presented in your letter of January 17th:

1st. The total length of the Willamette Falls Canal and Locks is 3,600 ft. Consisting of approach to first or north lock 200 ft. Four lift locks, 210 feet long, 40 wide, 10 deep 840 ft. Canal north of guard lock, 60 to 100 feet wide 1,273 ft. Guard lock, 210 feet long, 40 wide 210 ft. Canal and basin south of guard lock, from 80 to 250 feet wide 1,077 ft. Total 3,600 ft.

2d. The number of lineal feet of masonry and wood-work, exclusive of 800 cubic yards of foundation walls, and fenders of the five locks are as follows: Masonry, lineal feet 1,138 Wood work (canal walls) above the guard lock 1,042 Wood work (canal walls) below the guard lock 1,192

3d. The amount of excavation, filling, masonry etc., is as follows: Excavation, rock, cubic yards 48,603 loose rock 1,334 earth 1,629 51,566 Masonry, 1st class, cubic yards 900 2d " 4,123 3d " 700 5,723 Filling in gulch north of guard lock, composed of rock 20,900

The materials expended are as follows: Cement, lbs. 4,123 Lumber in gates, canal walls, fenders, etc., ft. 1,226,000 Iron for gates, lbs. 180,700 bolts for canal walls, fenders, etc., lb. 71,000

This does not include iron used in machinery, derricks etc., or steel, but only the iron placed in the works. 4th. The waterpower is almost unlimited in quantity. The lowest depth of water, above the guard lock is 4 feet 6 inches, and this only at extreme low water.

This could be doubled or trebled by taking the water from above the guard lock. Between the guard lock and the entrance to the locks below the Falls, there are over 2,000 feet of shore line with a width back of from one to three hundred feet, all well adapted for manufacturing purposes.

2,800 cubic yards of excavation at \$2.50 \$7,000 Gates and wood-work 1,500 Purchase of site 1,000 Contingencies 1,000 Total estimated cost \$10,500

8th. There is no question but that freight can be taken through the canal and locks at lower rates than by rail or through the works at Oregon City. In a densely populated country, with level grades, railroads may compete with steamboats, but when the quantity is comparatively small, and the grade such as are on ordinary roads, the cost of river or canal navigation is not more than half what it is by rail.

Total cost per ton per mile, by canal 10 64 " Total cost during years 1863, 1866 and 1867, per ton, per mile, on the New York Central Railroad 22 20 " Erie Railroad 24 20 "

It is true that the comparatively small amount of freights in the country would not justify the above rates, but the diminished quantity would be more to the disadvantage of the railroad than of the river navigation. I think that the bulk of the freight from the Willamette Valley must pass through the locks, but for some time the opposition of the railroad will take off a portion of it, and time will be required to develop the country. At present I doubt whether the trade will be sufficient to pay interest on the amount expended in construction. I have not, however, a sufficient knowledge of the business of Oregon to enable me to form an opinion. Respectfully yours, ISAAC W. SMITH, Engineer and Superintendent.