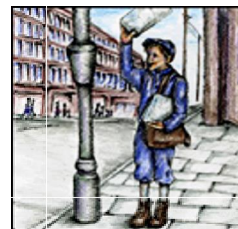




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Daily Alta California, Volume 3, Number 13, 14 January 1852 — Railronda in the 9-rrnm<ntO Valler.
[ARTICLE]

Railroads in the Sacramento Valley.

GENTS:—The subject of Railroads having been discussed of late in the newspapers, I take the liberty of offering a few remarks, which may be interesting and perhaps useful in furtherance of it.

Having resided for about ten years in California, the greater part of that time in Sacramento Valley, I consider the most desirable points to be connected by Railroad, the high lands near Sacramento City, and Bear River, the latter at a point most central for branches to Feather and Yuba River, and the Forks of the American River—that point might be Johnson's rancho. The distance would be about 35 miles over a country almost level. The American River and two gulches would be all that requires bridging. Such a road would at once open an easy access to the principal mining districts and bars on Yuba River; such as Long Bar, Sical's, Park's, Neal's, Cordua's and Rose's Bar; to Nevada City, Rough and Ready, Grass Valley, Cayote Diggings, Auburn, near the North Forks of the American River, and the Bars on that river, and likewise on the Middle Fork. Camp Far West, the military post is about one mile above Johnson's rancho, where the old immigrant road intersects Bear River.

The number of people now residing in these districts, is estimated at more than 50,000, and by far the greater part of them are drawing their supplies by land carriage over the road proposed. Their wants are estimated at about 100 tons per day, which amount would be greatly increased by the facilities afforded to other points by the construction of this Railroad. Lumber and quartz would afford return cargo for the trains—the latter article I think would prove a desirable substitute for ordinary ballast for homeward vessels.

Practical engineers estimate the cost of the Railroad \$800,000. At this figure the investment must prove a profitable one to the stockholders, independent of the increase in the value of the

dent of the increase in the value of the real estate and of the lands the road is to pass through.

Very respectfully, your obed't serv't,
THOS. CORDUA.

TROOPS FOR THE SOUTH.—Companies A. and E. of the 1st regiment U. S. Dragoons, consisting of one hundred and ten non-commissioned officers and men arrived here yesterday, from Sonoma Barracks, via Benicia, on board the U. S. Transport barque Anita, en route for the seat of Indian hostilities in San Diego county. The following officers accompany the command: Brevet Major Edward H. Fitzgerald, 1st regiment U. S. Dragoons, commanding; Assistant Surgeon, John S. Griffin, U. S. Army; Lieut. George Stoneman, 1st regiment U. S. Dragoons; Lieut. George H. Paige, 2d regiment U. S. Infantry.

STREET COMMISSIONER.—The Common Council in their proceedings recognised Mr. Payne as the Street Commissioner, whilst Mr. Divier retains the office. It is understood that Mr. Divier will resist the claims of Mr. Payne, on the ground that the latter failed to be qualified according to law.