The Pittsburgh Gazette.

SPEECH OF HON. JOHN COVODE,

On the Kansas-Pacific Railway Bill.

HOUSE OF REPRESENTATIVES, January 20, 1869.

Mr. Speaker, I purpose to occupy the floor with a few practical remarks, not to make any set speech, and then to yield to my colleague, (Mr. Kelley.) I discover by the remarks of the Chairman of the Committee on the Pacific Railroads which he made yesterday, that he appeared to cast a reflection upon the Board of Directors for changing their plan, and running to the southwest instead of making a connection with the Union Pacific Railroad at the one hundreth parallel. I think it is only necessary for the House to understand the reason why this change was made to satisfy them that the Board was wise in so doing. This Union Pacific Railroad traverses the valley of the Platte and the valley of the Salt Lake, and it was to be expected that at some time the trade and travel of the country would be interrupted by snow. The Board, knowing that they were building a railroad not only for our own purposes, but one which would be a highway of nations, found it was impossible to have the line so run that at all seasons of the year it would be free from interruption on account of the snow. They diverged, therefore, to the southwest. They did this in view of extending the line to the Pacific Ocean. They did it in view of affording to the Southern States now returning to the Union an opportunity to make connection with that road. They did it in order to allow the Northern cotton States to make a connection with their road at Memphis, while the Southern cotton States could make their connection from Shreveport or elsewhere. This road, taking the course the eastern division has done, will give a great thoroughfare from the Middle and Southern States across the Continent, and secure to the commerce and travel of the world a road upon which they may pass at all seasons of the year. This is why they did it.

It is to be a great thoroughfare between the eight hundred million people in Asia and the two hundred million in Europe in their harmonious intercourse across this continent. And in making this divergence to the south they afford an opportunity for a road to start from the southwest, near Albuquerque, into Mexico, which some day will be of the greatest importance to the American people; for such a road will enable us to carry our institutions, our schools, our churches, religion, and all our other means of civilization down into the interior of Mexico; and to return with trains laden with silver from mines there which are not worked because of the want of facilities for reaching the markets of the world.

Mr. Speaker, it will be recollected that during the last generation the civilization of Great Britain has been carried into the interior of Africa, and into the interior of India at the point of the bayonet. The missionaries which they sent out had to follow the bayonet in those days; but they have a different plan now, and that is the plan indicated by the gentleman from Illinois [Mr. LOGAN] in the amendment which he has proposed. They now guarantee the bonds of railroad companies, and under the plan of guaranteeing the bonds of railroad companies they have secured the construction of four thousand miles of railway; and these railways, while they carry civilization into every region of that extensive country, at the same time afford facilities for the transportation of their spices, cotton, and other products to market. This policy of England has been adopted because she admits that railroads are the great civilizers of the world.

I wish to say a few word in regard to the Union Pacific Railroad. I am a friend of that road. I give the greatest credit to the men who invested their money in that great enterprise. They deserve it at our hands, and they should receive our applause instead of being denounced, as they have been, as thieves and scoundrels. I say this as one who helped to organize the first movement toward building the Platte Valley Railroad. I took a party out, partly at my own expense, from Pennsylvania, New York, Ohio, Indiana, and Wisconsin. Eleven years ago I procured legislation at Omaha, and went to the mouth of the Platte to organize the Platte Valley Pacific Railroad. I was one of the projectors of that line. I am in favor of all these lines, for one single railroad track across this continent is nothing but a mockery. It will not accommodate the great traffic of the world to which I have referred. But my friend from Illinois, whom I have followed for ten years, like the shadow follows the substance, in every movement he has made to economize, yesterday took open ground against this railroad project, while he knows that the bill before the House makes no new grant of lands, but only transfers from one corporation to another a grant made by a previous Congress, and that to accomplish important results and great saving to the Government in transportation, and a saving of hundreds of miles of travel to reach Denver from St. Louis, or points south and east of it.

Why, it is known to this House that I have acted with the gentleman on all questions of economy; I followed him through the tellers. I voted with him on all matters in which the credit of the country was concerned, and in which the question of economy was involved. But he is pushing the matter a little too far now, and I will show you why. The company has constructed a railroad ending nowhere, and now it wants fifty-four miles of subsidy to enable it to finish the road up to Cheyenne Wells. This is the proper point to diverge from to go to Denver; for with all the embarrassment the gentleman can throw around this bill, the only subsidy asked for in the bill is $16,000 a mile for fifty-four miles. The route from there to Denver, and from Denver to Cheyenne, amounting in all to over three hundred miles, has no subsidy, so that it will be seen that in constructing this road to Cheyenne Wells you will secure to the Government three hundred miles more of road without subsidy, and reach the coal that is so much needed, not only to supply the road, but also the country to the Missouri river.

That is not all. The most important matter connected with the question at the present time is the Indian question. I desire to call the attention of the House to the fact that we have no difficulties with the Indians near the Missouri river. The trouble is away back on the frontier at the base of the Rocky Mountains. Now, in what situation does the Government find itself to-day? If it wants to move troops from one line of road to the other, they have got to be sent five or six hundred miles down to the Missouri river, and then up or down that river to the other road, and out on it five or six hundred miles; whereas, when this road is completed the troops can be moved from the north or south in a few hours, or days at furthest, by this line of road three hundred miles, saving much travel and time. It will enable us to keep down the depredations of the Indians with one-half the number of troops by the great facility it will give them in moving from point to point. It is therefore the interest of the Government to grant this subsidy, and in advocating it I am but following the lead of military men who have indicated that it is important that the road should be constructed.

Another thing. I am familiar with the geology of that country, and I know there is no coal on the Union Pacific Railroad from the valley of the Des Moines river, Iowa, to the Black Hills, a distance of seven hundred miles. There is no coal on the Kansas Pacific road until you reach Cheyenne Wells and make this connection at the base of the Rocky Mountains, where both coal and timber are found.

Again, this connection will enable us to take our machinery and supplies into the gold mining country, and thus increase the product of our mines enormously. Look, sir, at our financial affairs to-day. We are talking about coming to specie payments. In my judgment it is idle talk; and I am tired of reading the views of the people on this subject that are pouring in upon us every day. I assert—and let gentlemen mark it and see if I am not right—that we cannot resume specie payment inside of five years without bringing on a crisis in this country. We have got to prepare for it. The productions of the South must be increased. We must have more exports; we must import less. I say we cannot resume specie payments in less than five years with safety; but as a means of coming to it by helping to make the balance of trade in our favor, the best thing we can do is to extend the Pacific Railroad rapidly into the mining country, so that our people can go in there and increase the production of the precious metals; go into the plains and gather up the golden sands that have been washed from the mountains; go with heavy machinery into the regions where millions of tons of gold-bearing quartz rock are ready to be mined and crushed. With the additional facilities of railroads the production of those mines can be increased from $75,000,000 to two, three, or four hundred million dollars a year. So, then, instead of this being a burden upon the Treasury, it is the safest way of reaching specie payment.

The distinguished Senator from Indiana, (Mr. Morton,) in his recent great speech, attempted to show that we had in this country four or five hundred million dollars of gold. I tell you, sir, it is a mistake. We have not much more than half that amount. We have it, it is true, in the mines, but not in circulation or in the banks of the Treasury. But it is to enable us to have four or five hundred million dollars in the country that I am in favor of opening the Pacific railroad. I want my friend from Illinois to say whether his hostility to protection and to the tariff has not something to do with his opposition to the bill? Is it because the iron to lay these roads is made in Pennsylvania? Is it because the chairs and spikes are made in Pennsylvania? Is it because the locomotives and cars to run upon the roads are built in Pennsylvania that we have encountered the hostility of my friend upon this measure? Mr. Speaker, I am for economy, but I want to get on the right track. I do not want five hundred miles of railroad built, and, for the sake of the $800,000 needed to complete it and make this connection, to throw it all away and render it useless; but after this short and important link is made I then desire to put a stop to increasing our indebtedness by adopting some other policy than issuing bonds.

Before I close I wish to ask my friend from Illinois [Mr. Washburne] where his great State whould have been to-day without the land grants and aid to railroads to open and develop it? Where would have been his great city of Chicago had it not been for the land grants given to make their great canal? I will also ask my friend, [Mr. Price,] the Chairman of the Committee, what would have been the condition of his State, Iowa, without the aid furnished by the Government to checker her territory with railroads? Had I time, I would try to show my friend from Illinois that his figures yesterday with regard to the value of lands granted to railroads were wild in the extreme. The idea of estimating the lands at five dollars per acre, while many of us have seen lands on the Pacific railroad that no man would give one cent per acre for hundreds of square miles and if others have great value, was it not the construction of the road that gave it to them and doubled the value of the alternate section for the Government? I will now yield to my colleague, [Mr. Kelley.]

THE ONEIDA COMMUNITY, Wallingford (Connecticut) branch, has published a report of its financial operations in 1868, giving the amount of receipts at $110,881, of which $107,752 was derived from the profits of manufacturing. The expenditures were $55,249, of which $42,533 were for cost of maintaining the families. The account for food was $15,877, larger of 1868 than in 1867. The balance of profit on the general account was $55,532. The cost of living per week for each member, in 1867, was—Food, $1,83; clothing, 84c; total $2,72. In 1868—Food, 2,44; clothing, 82; total, $3,26. The increased cost of food in 1868, it is stated, is due to the larger use of fruit, the price being estimated at the high market rates of that section. But the total average expenses of each individual in the community, covering every incidental, was $4,85 a week, which is reported to be an astonishingly low price when, as is asserted, so far as table and domestic comforts go, probably no people in the world live better than these communists live.

THE conductors of the consolidated companies of the New Jersey and Camden and Amboy Railroads, and also of the Morris and Essex Company, made their appearance on Monday in neat uniform suits of blue castor beaver, consisting of English walking coat, vest, pants and cap, with gilt buttons bearing the initials of their respective companies. Upon the cap is the word "Conductor," in bullion letters. The uniforms were introduced upon the Central Road some weeks since. The conductors of the latter company were each the recipient of a $100 greenback as a New Year's present from the company, in addition to the uniform.

Cheap Iron—The Ellershausen Process.

The New York *Times* says: The recent and remarkable invention of Mr. Ellershausen, which is now regularly in use in Pittsburgh, and is being rapidly introduced all over the country, has greatly advanced the solution of this important problem. So many new steel and iron processes are brought to notice every day, that the unprofessional reader cannot keep track of names and aims. The value of this process may be inferred from the fact that a no less respectable Board of Trustees than Messrs. Asam L. Hewett, E. B. Ward, James Harrison, Jr., and several Pittsburgh iron masters are now granting licenses under the Ellershausen patents.

The process consists in the conversion of crude cast iron, as it runs from the smelting furnace, into wrought iron. It is carried out at the works of Messrs. Shoenberger, at Pittsburgh, in the following manner: On the casting-floor of the smelting furnace, a cast-iron turntable, about 18 feet in diameter, is revolved on rollers by a small steam engine. Upon the outside edge of the table stand a row of cast-iron partitions, forming boxes, say 20 inches wide and 10 inches high, open at the top. Just above the circle of boxes stands a stationary, wide-mouthed spout, terminating in the tap hole of the furnace. When the furnace is tapped, the liquid iron runs down this spout, and falls out of it in a thin stream into the boxes as they slowly revolve under it, depositing in each a film of iron, say one-eighth of an inch thick. But before the fall of melted iron reaches the boxes it is intercepted, or rather crossed, at right angles, by a thin fall of pulverized iron ore, which also runs out of a wide spout from a reservoir above. These two streams or falls are about of equal volume, say one-quarter of an inch deep and twenty inches wide. A workman, with a bar in the tap hole, regulates the stream of iron, and the iron spout from which the liquid falls into the boxes is removable; other spouts, previously coated with loam and dried, being attached to a common revolving frame, so as to be ready for use when the loam covering of the first becomes cracked or removed.

The thin layers of iron and ore soon chill and solidify, so that by taking out the outer partition of the boxes (which form the rim of the turn-table) they may be removed in cakes of the size of the boxes, and weighing about 100 lbs. each. Four of these cakes or blooms are put into a reverberatory puddling or heating furnace, and raised to a bright yellow heat. They will not melt at this heat, but become softened so as to be easily broken up with a bar. The four blooms are formed, in the furnace, by the "rabble" of the workman, as in ordinary puddling operations, into eight balls. The balls are brought out, one after another, squeezed in the ordinary "squeezers" to expel the cinder and superfluous ore, and then rolled into wrought-iron bars, which are now ready for market, or for further reduction into smaller finished forms.

The chemistry of the operation is as follows: The crude cast-iron contains say five per cent. of carbon and two per cent. of silicon, and more or less sulphur, phosphorus and other impurities. In the Bessemer process, the oxygen of the air, blown into the liquid iron, combines with this carbon and these other impurities, and not only removes them, but leaves the pure iron in a liquid state, from which it can be cast into homogeneous masses of any size. In the puddling process, the oxygen of the air and of the ore or other "fettling" put into the furnace with the iron, combines with and eliminates the impurities, which are afterward squeezed out of the pasty mass by the squeezers and rolls. This process is long and comparatively expensive, because the mixture of oxygen or oxygen-bearing substances is not made intimate with the iron except by long stirring, which is not only skillful, but exhausting work.

In the Ellershausen process the oxygen of the ore or oxide of iron (magnetic oxide is preferred) combines with the carbon and impurities, eluminating them as in the puddling process, and the iron of the iron increases the product. The chemical combination of the ore and the liquid crude iron appears to take place partly at the time of their contact when falling and lying upon the turn-table, and partly where the reheating occurs in the furnace. It seems impossible that a reaction which is so violent in the Bessemer process, and so prolonged in puddling, should take place so quickly and quietly in the new process, but the fact that the cakes of iron and ore do not melt by subsequent heating, as cast-iron would, proves that its nature is changed by the first contact of the ore. The removal of sulphur and of phosphorus also seems more thorough than in the other processes. Analyses at different stages of the operation will throw more light on this question.

The remarkable feature of the Ellershausen process is, that absolutely no skill is required to carry it out. The proportion of ore mixed is intended to be about thirty per cent., but if too much is added it is readily squeezed out with the slag, and seems to do no harm. The subsequent heating occupies about half an hour. "Puddle bar," the product obtained from the first rolling of the product of the puddling furnace, is never marketable or finished iron. It is usually very ragged and unsound, and requires subsequent piling, reheating and rerolling to expel the impurities and to give it soundness and solidity. The new process appears to produce merchantable iron at the first rolling, and at Pittsburgh, from a very inferior pig iron, made of one-half sulphurous Canada ores, and one-quarter Lake Superior and one-quarter Iron Mountain ores.

The thoroughness and rapidity of the purification by this process, evidently depend on the intimacy of the mixture of iron and ore. This intimate mixture is also the essence of the Bessemer process. In fact, to Mr. Bessemer's original apprehension of this idea of intimate mechanical mixture, the greatest modern improvements in the iron manufacture are due.

The Ellershausen process is said to decrease the cost of wrought iron from $10 to $20, or $30 per ton, according to the materials used and the form of the product required. That it is a success is amply proved by regular working at Pittsburgh and many experiments elsewhere; and if anything like this economy can be realized, its value to the public will only be exceeded by that of the Bessemer process. The latter process, however, produces steel, which is so absolutely homogeneous, and of regulated hardness, according to the wear and service required, and hence indispensable for rails, tires and various machinery purposes. Any iron product that is not *cast* from a liquid state, is subject to all the structural defects of ordinary wrought-iron.

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SPECIAL ANNOUNCEMENT.

TO MEET THE GENERAL DESIRE OF THOSE who have been deferred from purchasing until after the first of the year, we have concluded to continue our

GREAT REDUCTION SALE

FOR A FEW WEEKS LONGER. This is positively the last opportunity to secure bargains in

CARPETS,

Oil Cloths, Mattings, &c.

Good Carpets for 25 cents a Yard.

OLIVER M'CLINTOCK AND COMPANY

No. 23 Fifth Street.

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We offer our stock at reduced prices for a SHORT TIME before commencing to take stock. Now is the time to buy.

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21 FIFTH AVENUE.

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M'FARLAND & COLLINS,

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TWO WEEKS LONGER

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