The Pittsburgh Post.

Volume XX. PITTSBURGH, SATURDAY MORNING, JUNE 28, 1862. Established 1842.

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NO ALCOHOLIC PREPARATION!

A PURE TONIC MEDICINE.

DR HOOFLAND'S

CELEBRATED

GERMAN BITTERS

PREPARED BY

DR. C. M. JACKSON, Philadelphia, Penna.,

Will effectually cure

Liver Complaint,

DYSPEPSIA, JAUNDICE,

Chronic, or Nervous Debility, Diseases of the Kidneys, and all Diseases Arising from a Disordered Liver or Stomach,

such as Constipation, Inward Piles, Fullness or Blood to the Head, Acidity of the Stomach, Nausea, Heartburn, Disgust for Food, Fullness or Weight in the Stomach, Sour Eructations, Sinking or Fluttering at the Pit of the Stomach, Swimming of the Head, Hurried and difficult Breathing, Fluttering at the Heart, Choking or suffocating sensations when in a lying posture, Dimness of Vision, Dots or Webs before the sight, Fever and Dull Pain in the Head, Deficiency of Perspiration, Yellowness of the Skin and Eyes, Pain in the Side, Back, Chest, Limbs, &c. Sudden Flushes of Heat, Burning in the Flesh, Constant imaginings of Evil, and great depression of spirits.

And will positively prevent Yellow Fever, Bilious Fever, &c.

THEY CONTAIN

NO ALCOHOL OR BAD WHISKY!

They will cure the above diseases in ninety-nine cases out of a hundred.

Induced by the extensive sale and universal popularity of Hoofland's German Bitters, (purely vegetable) hosts of ignorant quacks and unscrupulous adventurers, have opened upon suffering humanity the flood gates of Nostrums in the shape of poor whisky, vilely compounded with injurious drugs, and christened Tonics, Stomachics and Bitters.

Beware of the innumerable array of alcoholic preparations in plethoric bottles, and big-bellied kegs, under the modest appellation of Bitters; which, instead of curing only aggravate diseases, and leave the disappointed sufferers in despair.

DO YOU WANT SOMETHING to STREN-TH-NE YOU?

DO YOU WANT A GOOD APPETITE?

DO YOU WANT TO BUILD UP YOUR CONSTITUTION?

DO YOU WANT TO FEEL WELL?

DO YOU WANT TO GET RID OF NER VOUSNESS?

DO WANT ENERGY?

DO YOU WANT TO SLEEP WELL?

DO YOU WANT A BRISK AND VIGOROUS FEELING?

If you do use

HOOFLAND'S GERMAN BITTERS.

From J. Newton Brown, D. D., Editor of the Encyclopedia of Religious Knowledge.

Although not disposed to favor or recommend Patent Medicines in general, through distrust of their ingredients and effects: I yet know of no sufficient reason why a man may not testify to the benefit he believes himself to have received from any simple preparation in the hope that he may thus contribute to the benefit of others.

I do this the more readily in regard to Hoofland's German Bitters, prepared by Dr. C. M. Jackson, of this city, because I was prejudiced against them for many years, under the impression that they were chiefly an alcoholic mixture. I am indebted to my friend Robert Shoemaker, Esq., for the removal of this prejudice by proper tests, and for encouragement to try them, when suffering from great and long continued debility. The use of three bottles of these Bitters, at the beginning of the present year, was followed by evident relief, and restoration to a degree of bodily and mental vigor which I had not felt for six months before, and had almost despaired of regaining. I therefore thank God and my friend for directing me to the use of them.

J. NEWTON BROWN.

PHILADELPHIA, June 23, 1861.

From the Rev. Joseph H. Kennard, Pastor of the Tenth Baptist Church.

DR. JACKSON—DEAR SIR:—I have been frequently requested to connect my name with commendations of different kinds of medicine, but, regarding the practice as out of my appropriate sphere, I have in all cases declined; but with a clear proof in various instances, and particularly in my own family, of the usefulness of Dr. Hoofland's German Bitters, I depart from my usual course, to express my full conviction that for General debility of the system, and especially Liver Complaint it is a safe and valuable preparation. In some cases it may fail, but usually I doubt not it will be very beneficial to those who suffer from the above causes. Yours very respectfully,

J. H. KENNARD.

Eighth below Coats street, Phila., Dec. 24th.

From the Wife of ALDERMAN WUNDER, Germantown.

GERMANTOWN, June 1, 1861.

DR. C. M. JACKSON—Sir:—It gave me pleasure, two years ago, to give you a certificate, testifying what the German Bitters had done for me. I am now perfectly cured of all those diseases your medicine professes to cure, viz: Dyspepsia, Chronic and Nervous debility, disease of the Kidneys, &c. The powerful influence it exerts upon Nervous prostration is surprising. I have been consulted frequently in reference to your Bitters, and without hesitation, have recommended it for the above complaints, and in every instance it has effectually cured. Your medicine has a great reputation in Germantown, and is sold in every Drug Store, and in most of the Grocery stores here. If any one should question what I say, let them come to Germantown, and I will prove to their satisfaction, that the Bitters have cured in this vicinity more than twenty cases of the above diseases.

Respectfully, HANNAH WUNDER.

Main street, above Rittenhouse, Germantown, penn'a.

JUST THE THING FOR THE SOLDIERS.

Will build up the constitution, and give health and strength to an overtasked and diseased earth.

READ THE TESTIMONY FROM THE ARMY

PHILADELPHIA, August 12, 1862.

DR. C. M. JACKSON—*Dear Sir:* While in Virginia, owing to the change of water, I was taken with a severe diarrhœa, which seemed incurable, and which greatly weakened me. When we reached Martinsburg, I feared I should have to come home; but noticing some of your Bitters in the store Mr. H. H. Price, in that town, I purchased a supply, and on taking it was speedily restored to health. The diarrhœa was quickly checked, and I experienced no return of it. A number of my comrades, who suffered in the same manner and from the same cause, with whom I shared the Bitters, join me in this certificate. I expect to return to the seat of war with the Legion, and shall certainly take a supply of the Bitters in my knapsack. I would not be without it for its weight in gold, particularly on going into a limestone region.

Yours, truly, A. E. ALTEMUS,

Company H, Scott Legion.

BEWARE OF COUNTERFEITS.

See that the signature of "C. M. JACKSON," is on the WRAPPER of each bottle.

Principal Office and Manufactory,

NO. 631 ARCH STREET,

JONES & EVANS,

(SUCCESSORS TO C. M. JACKSON & Co.)

PROPRIETORS.

For sale by Druggists and Dealers in every town in the United States, and by

Dr. GEO. H. KEYSER, Pittsburgh.

H. P. SCHWARTZ, Allegheny City.

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Also for sale at JOSEPH FLEMING'S corner of the Diamond and Market street.

DAILY POST.

THE STEUBENVILLE RAILROAD BRIDGE ACROSS THE OHIO.

The Post Road Bill in the Senate

[Concluded from Yesterday.]

However, as the bridge is a great desideratum, and as we are desirous there of enjoying the advantages, not only of the bridge itself, but also of railroads, the river may perhaps be usefully confined to three hundred feet, and I would say not a foot less; and for this reason: that even if in daylight you could run closely between these two piers, you must consider that these people are bound to do it at night; they are bound to do it in darkness; they are bound to do it when they must approach within two or three hundred yards of this passage before they can tell exactly where they are; and it is much more difficult to tell where you are on a river a thousand or fifteen hundred yards wide than most people imagine. There are no landmarks to guide you. They are on the shore. They serve to tell you on what point of the river you are, but do not tell you how far you are from either shore. Then at night, if this bridge is to be constructed according to this proviso, with a channel of two hundred feet, I will venture to say it amounts to tying up that great artery of commerce, one of the greatest rivers upon earth, and it amounts to a disturbance of the whole coal and lumber trade of the region above. It affects not only the interests of the people of Western Pennsylvania and Western Virginia and Eastern Ohio, who have these coal fields and this lumber, but it affects the interests of every man below who depends on them for a supply of these necessaries of life.

Therefore I desire that this amendment of three hundred feet shall be made, and I am free to say that it is with some misgivings of conscience that I even consent to that width when I consider the importance of the interests which my people have at stake upon the head waters of that river. Still, I think that if the bridge be properly located, with that width of span, they may get through without being much injured. I am almost free to say, too, that such would be the feeling among the people who use that river and who have been wont to use it from time immemorial as a great public highway—that if it were given away to a corporation, and privileges conferred on that corporation which would operate to their detriment and to their loss, they would overthrow the structure at all hazards; and therefore I think it is important that when we are dealing with their vital interests and when we are about to give away to a private corporation—true, an institution created for the public good, but really after all a private corporation, for the purpose of making a profit to the private corporators—we should be extremely careful how far we extend the terms of this grant.

It may be well to note, Mr. President, that a railroad, although it is often called a highway, is in fact neither a highway nor a road. Upon this great river all men can go with their boats and crafts, and go freely. They can start when and where and at what time they please. They can land anywhere on the shores, if their craft and the water will admit of it, and nobody has a right in any way to fetter or restrain it. But it will be observed that this is not the case with a railroad. It is not a highway: it is a machine: it is an engine. It is no more a highway than if it were a train which would pick up a box at Washington and swing it through the air to Baltimore. All its parts constitute but one whole. The vehicle which goes upon it must be adapted to it and made for it, just the same as one cog-wheel is made to run in another. This vehicle must be under the control of the corporation. It cannot start when it chooses: it cannot stop where it pleases: but it must run to a fixed schedule: and to suppose otherwise is to suppose that the whole would go into chaos and be useless to anybody. It is not a highway, then, I say, Mr. President, and is not entitled, at the hands of the Legislature—asking you to give away the rights secured to the people, to all the people, in their integrity—that it should be put upon the footing of a highway.

I would not be understood to depreciate the great value and the advantages of a railway. At the same time I would not allow myself to be so far deluded by these advantages, either at present in enjoyment or prospective for the future, as to give away for them the rights of the meanest citizen, if they could be preserved; and I think by our law and by our policy we do endeavor to preserve the rights even of the meanest individual. No railroad company, by or under the constitution of any State in the Union that I know of can carry its road over a yard square of a widow's garden without paying her for it. Private property is as sacred before the march of this great improvement as though it were a common cow path through the barrens. Therefore I would desire that while we allow these corporations all facilities for carrying their roads across the Ohio river, the river itself shall be kept for the people intact, unobstructed and unimpeded as it has been since the discovery of the continent. I hope that this amendment will prevail, and that it will not be knocked down a foot; because I think it is now down to the very lowest possible figure at which to serve the trade of that river.

Mr. WADE. Mr. President, I should have much preferred that the Senator from Pennsylvania had permitted me to take the usual course in this matter, because I have some amendments that I desired to offer before we came to this main question, and I suppose the only question there is between us; but if I can make the Senate understand it, I do not know that it makes much difference where we begin.

I premise by saying that it is neither the desire of myself nor of those whom I represent to affect seriously the navigation of the Ohio river, and the Senator is right when he says that the people of Ohio are interested in this matter as much as those of Pennsylvania, Virginia or any other State. Most assuredly, upon the principles he has laid down, and they are just and true in that respect, the people of Ohio have as much interest in this structure as those of any other State; but the people of the State of Ohio, as represented in both branches, I believe, think that this structure will not be to their inconvenience, but will be to the general advantage. It is so represented to us. We go for the measure on the ground that it is one of great public utility and in no way detrimental either to the people of Ohio or Pennsylvania, or any other State.

Mr. President, I must come to the conclusion that the Senator from Pennsylvania is singular in the views he entertains in regard to this question. In the first place, this bill went to a committee of the House of Representatives; they were favorable to it; it came before the House of Representatives, and the House passed the bill, and sent it to us without any serious opposition being made there; it went before the proper committee of this body, who had it under consideration; and knowing that it was an important measure, they took means to ascertain what would be the effect of it, as well as they could, without sending for engineers and the like; but after consultation with many men who were well acquainted with the navigation, the committee, I believe, were unanimously of opinion that the structure would not be injurious—I mean in the position in which it was first reported. If I am wrong in this, some member of the committee will correct me.

The committee took the opinions of several gentlemen who seemed to have a knowledge of this navigation, and who were well qualified, in the view of the committee, to judge of the effect of this measure, and their judgment was unanimous that this structure would not seriously impede the navigation of the Ohio river, even as the bill was originally passed by the House of Representatives and sent to us; but knowing that the bill might meet with some contest here, we were anxious to relieve it from objection, so that we might pass it with greater activity than we could otherwise do. Gentlemen who represented in some degree the business men of Pittsburgh, and of some other places, came here for the purpose of looking after this measure, and they made a kind of agreement, so far as they could make it, with those interested in this structure, to concede something on both sides over and above what the bill called for: and my purpose was to offer an amendment to this bill upon the same point of which the Senator complains, extending this draw seventy feet wider than was contemplated by the House of Representatives, or by the committee of the Senate, or by any of those with whom they consulted. We believe that that certainly must be satisfactory, because in our judgment, it went to the very extreme. The Senator says you can make a draw much wider than that and still have it strong enough for the purposes of the railroad.

Mr. WADE. I send a petition which I hold in my hand to the Secretary, and ask that it be read.

The Secretary read, as follows:

To the Honorable the Senate in the United States of America:

The undersigned manufacturers and business men of the city of Pittsburgh and county of Allegheny, State of Pennsylvania, have seen with great gratification that a bill has passed the House of Representatives legalizing the completion of the railroad bridge over the Ohio river, at the city of Steubenville, Ohio; and as the completion of this bridge and its railroad connections will shorten the distance between the East and the West equal to three hours' time in the transportation of the mails, besides affording greatly increased facilities for the transportation of freight and passengers, we earnestly but most respectfully urge your honorable body to pass the bill as reported, and your memorialists will ever pray, &c.

Jones & Laughlins, American Iron Works; Lippincott & Co., Lippincott Works; Charles Smith & Co., Birmingham Works; James Wood & Co., Eagle Iron Works; Knap, Wood & Co., Hawksworth Nut Works; Wood & Sterling, Mid. Iron Works; James B. Lynn & Co., O'Hara Glass Works; A. & D. W. Chambers, Pittsburgh Glass Works; McKnight & Bro., Iron Manufacturers; McKee & Bros., Flint Glass; Joseph Woodwell & Co., Hardware; Jones, Boyd & Co., Pittsburgh Steel Works; Singer, Nimick & Co., Sheffield Steel Works; W. Bausley, Wholesale Grocery; J. W. Cook, Cashier of the Allegheny Bank; Lyon & Shorb & Co., Iron and Nails, Sligo Works; Charles H. Paulson, Hat Manufacturer; Kay & Co., Book and Paper Dealers; J. R. Reed & Co., Mathematical Instruments; S. George & Co., Wholesale Grocers; Janus Boyd, Wholesale Grocer; W. M. Gormley, Wholesale Grocer; J. Painter & Co., Wholesale Groceries; R. Robinson & Co., Wholesale Grocers; Head & Metzger, Wholesale Grocers; Graff & Co., Foundery; Walter Bavant & Co., Wholesale Leather; Robert Bell, Wholesale Liquor Dealer; L. H. Vogt & Co., Produce and Commission; Robert Dalzell & Co., Wholesale Grocers; William H. Kirkpatrick & Co., Wholesale Grocers; R. & A. C. Duncan, Wholesale Grocers and Liquor Dealers; William B. Hays & Co., Pork Packers; W. W. Wallace, Produce; Thomas MacKeown & Lindsay, Produce Merchants; S. Ewart & Co., Wholesale Grocers; John Scott & Co., Coal Dealers; R. Wolf, Hardware Dealer.

Mr. WADE. I now send to the desk, and ask to have read, the proceedings of the Pittsburgh Board of Trade on the subject.

The Secretary read, as follows:

Whereas the Board of Trade have learned that a bill has passed the House of Representatives relating the erection and completion of the railroad bridge, now partially constructed, over the Ohio river at Steubenville, Ohio, and declaring the same a post route, thus affording the merchants, manufacturers, and business men of the city of Pittsburgh, so soon as the same is completed, largely increased facilities for the transportation of their manufactures, produce, and merchandise, and an outlet for vast fields of coal, as well as securing for the Government a shorter and quicker route for the transmission of the mails:—Therefore,

Resolved, That the Board of Trade of the city of Pittsburgh earnestly and most respectfully urge the honorable the Senate of the United States of America to pass the bill now reported as sent from the committee authorizing and declaring lawful the finishing of the railroad bridge over the Ohio river at Steubenville, Ohio.

JOSEPH DILWORTH, *President.*

GEORGE H. THURSTON, *Secretary.*

Mr. WADE. Now, Mr. President, it seems that the people of Pennsylvania, who it would appear, are most particularly interested in this matter, have, so far as we can learn, given their unqualified assent that the structure should be built. They are not, like the Senator, able to see wherein their interests will be affected injuriously by it. These papers say much more than I can say upon that subject; they are from the highest and most respectable sources, from gentlemen acquainted with this business, who know all about it, know all its bearings upon them and how it will affect their interests, and so far from believing that it can be detrimental to them they think it will be highly beneficial, and I may say that the people of Ohio living along the same line believe the same thing, and they stand forth here, as do the members of the House of Representatives, to urge their opinions and their interests and their views upon the consideration of this body.

But I appeal to you, Senators, to say whether this river shall remain a gulf between the East and the West, the North and the South, forever impassable to the great improved mode of traveling and transportation and commerce. Why, sir, the policy is too narrow for the age in which we live. I do not believe the ingenuity of the Senator can bring this Senate to declare that no railroad shall ever cross this river. I remember very well that a few years ago it was complained by the people of Pittsburgh that the Wheeling bridge was an obstruction. I remember that, growing out of that controversy, one of the most gigantic law suits that was ever brought before a court, came before the Supreme Court here. For a while it drew the attention of the whole country to it. They complained that the bridge was a nuisance, and they made it out to the satisfaction of that court, and the structure was about being ordered to be abated as a nuisance; and what was done?

Mr. COWAN. I am as much in favor of a proper bridge as anybody. I am as sensible of the advantages to be derived from railroad communication as anybody, and feel it, I think, quite as much. But, sir, that is not the question; it is not the question whether communication between the East and the West, and the North and the South, shall be cut off by this great gulf—the name given to the Ohio river; but the question is, whether this Senate cannot so amend the provisions of the bill before it as to enable the country to enjoy both, and to enjoy both in their fullest plenitude. Now, sir, I also received from the city of Philadelphia a great many requests to favor a bill providing that a bridge might be thrown across the Ohio river at Steubenville, and I am in favor of that; but I am very free to say that I received those communications chiefly from railroad men and men in railroad interests. I received a communication from Pittsburgh, also desiring me to favor this measure; but I knew nothing of the measure until the Committee on the Post Office and Post Roads reported it to this Senate. When I saw the bill as reported, I discovered that the people of Pennsylvania and the people most interested in this bill had not been consulted about it. A day or so after the bill was reported I received a copy of the paper which was read at the desk, purporting to come from the Pittsburgh Board of Trade. I immediately sat down and addressed the President of the Board: "Did you see the bill that you recommended to be passed? Did you know anything about it?" I wrote to several other gentlemen of Western Pennsylvania, who are deeply interested in this thing, and asked them if they knew what the terms and provisions of this bill were! Now, sir, here is what Joseph Dilworth, the President of that Board of Trade, who signed the paper read at the desk, writes to me:

Yours of the 6th came in my absence from the city. Therefore the delay in replying. We are glad the bill was postponed, as the whole matter was misrepresented to our board. We are in favor of the bridge being built at Steubenville so as not to obstruct navigation in the least. There should be at least three hundred feet between the piers where the channel runs, and many of our steamboat men contend that is too little. We also had no idea that this was a general bill, allowing all railroad companies to build bridges over the Ohio river. This is too much, and for my part, I would rather lose our Steubenville bridge than have this bill pass. The free navigation of the Ohio is worth one dozen of our best railroads. Unless it is essentially modified, I hope you will oppose it. I will lay your letter before our board.

In haste, yours truly,

JOSEPH DILWORTH.

The Board of Trade, then, by a resolution, deputed Wm. M. Shinn, S. F. Von Bonnhorst, and George I. Jones a committee to visit this city and look after the general interests of their city and surroundings in the passage of the bill now before the Senate for the erection of bridges over the Ohio river.

I had an interview with those gentlemen, and the first thing I learned was that Mr. Von Bonnhorst, instead of being the representative of the people of Western Pennsylvania in this behalf, was himself a railroad man; and he very frankly avowed to me that he was the agent of the railroad company, and in order to make the best terms they could, of course, in getting this privilege across the river. Mr. Shinn is a very worthy gentleman, a lawyer of the city of Pittsburgh, and who, I suppose never rowed a skiff across the river in the course of his life. I do not suppose he pretends to know anything personally of the navigation. He said to me, "This bill will pass: these railroad companies have such an influence that they will pass it through the Senate in spite of you: and if we are not careful, or ask too much, they will pass it for a bridge with two hundred feet channel." Said I, "I think your fears are groundless. I think the Senate are not going to be influenced in regard to the Ohio river by any such considerations." "Well," said he, "take care that in asking too much you do not get too little." This was the fear of Mr. Shinn. Mr. Jones, the other member, does not sign that compromise, and would not sign it.

Now, with regard to the members of the other House from Pennsylvania, they are all opposed to this bill, and are all afraid it will get through in some way so as to injure their constituents. It passed the other House without their knowledge of its importance: because this is a thing of which all men are not cognizant at the time, and of which all men do not know. I think I may say fairly now for the people of Western Pennsylvania, that not one out of every thousand of the people interested there knows anything about this thing. How can they? How can the lumbermen for three hundred miles along the Allegheny river know of this scheme by which their trade is to be affected?—How can the coal men of the Monongahela region, covering some one hundred and fifty or two hundred miles of coal fields, know of it?

I know these men. I know them all. am of them: I was reared among them. I know their feelings, and views, and wishes and interests in this matter: and if all the railroad companies in the country, and all the elegant gentlemen who officiate on behalf of railroad companies, and who talk so loudly about the advantages to be conferred upon the country by railroad companies, were to ask me to abandon the interests of those men who use this highway, I would not abandon it: I could not abandon it. I am as desirous of pleasing people as anybody else. I desire the approbation of my constituents as much as anybody else. I desire to further the interests of the country as much as anybody else. Why should I not? But I will not sell away the rights of a great trade to a corporation, especially when it is not necessary. If it was an absolute question whether you should have the river, or the bridge, or the railroad, then it would be time to hesitate; but, sir, I contend that this bridge can be built and ought to be built; and I think if this Congress were to do its duty, it would never allow that highway to be spanned by any other than a bridge that would clearly and without any doubt leave the navigation of it as free as it was before.

But it is said that the people of Pittsburgh want this bridge, and it will shorten the travel between the East and the West three hours. Pittsburgh is on the other side or one half of the Ohio river—at least from the side from which this bridge is to start on the south. Pittsburgh now can take the right bank of the Ohio river, and she can reach with, as I suppose, twenty miles greater distance, the same point that she would reach by keeping the left bank of the river and crossing at Steubenville; so that I do not believe the commerce between the East and the West will be benefited in any case more than an hour by the construction of this bridge. Still, as I stated before, I am in favor of a bridge, but I want it built in such a way as that the river may be left to the people who are interested in it—and there is an enormous trade there. The Monongahela river pours out, and the Ohio river below, in Pennsylvania, sends forty million bushels of bituminous coal annually, and that sells at from ten to twelve and a half cents a bushel in the markets down below; it goes down even to New Orleans, and it brings back into that country some four or five million dollars. The lumber trade of the Allegheny river is equally valuable. I have not said anything about the steamboat trade. I was not requested to speak particularly to that point, and know but very little about that trade. I know they made a desperate effort to have the Wheeling bridge elevated high enough to enable them to go under it with all their recent improvements in the way of chimneys of long draft. Ninety feet, I believe, however, satisfies them now. The only alteration upon the trade of this river which has been brought about by the railroads is simply in this: that passengers go upon the railroads; formerly they went upon steamboats on the river, and when they did so it was of very great importance that those boats should have great speed, and to insure great speed, high chimneys were necessary, in order to increase the pressure of the column of air in the furnace, and make the draft heavy. But now, since passengers ride in railroad cars, great speed is not so necessary on the part of steamboats; they do not have such long chimneys, and therefore ninety feet, I believe, will do for them.

But why is it that this railroad company insists upon a bridge of particular kind across the Ohio river? Is it worth nothing better than a wooden structure? Is there no other way of getting over it except by a single span of two or three hundred feet in width? I think that that river merits a bridge on an entirely different scale. What is to prevent a suspension bridge from being hung across the Ohio river, leaving the whole channel of it free, or nearly so, leaving it a thousand feet, if you please; because a span may be made of that length by a suspension bridge. If it is secure across the Niagara, two or three miles below the falls, where it hangs some three hundred feet above the water, and where the span itself is about nine hundred feet, I believe, why could not such a bridge be made across the Ohio river?—Where is the objection that the Ohio river should be protected as the St. Lawrence is? There is no difficulty in constructing a tubular bridge across the river of any length: and the difference between the cost of that and the structure which is now proposed to be put there is so trifling as not to compensate a single poor man for the loss of his raft by going down this river. I have not a doubt in the world today, that it would be far better for Western Pennsylvania, for the coal trade and lumber trade, to tax themselves to pay the difference between the cost of this bridge of two hundred and seventy feet span and one of four hundred feet, and have it four hundred. I have not a doubt about that.

It is said, too, that the people can accommodate themselves to this state of things, that they can curtail their business. That may be. I remember when the coal trade of the Ohio was carried on in sixty feet boats, and when they thought they had a long cable at fifty yards: when they they landed these boats, containing perhaps two thousand five hundred bushels by running in against a shore and finding a tree to tie up to: when the wind blew, they would look out for a clean piece of shore, run into it, and tie up: when if a fog came up, and they had a difficult passage to make, they could land: or if the darkness was so thick that they could not get along, they could always land at any time to avoid it. I suppose they might go back to that state of things: but I think the purchasers of coal down below would hardly agree to it now. It is the consumer who reaps the benefit of all these great improvements. It is for the benefit of the consumer that an ark now carries twelve, fifteen, twenty, and twenty-five thousand bushels of coal, instead of two or three thousand. It is for the benefit of the consumer, the man who builds houses, that a raft of lumber now covers an acre and a quarter, when formerly it was obtained by a single spring, which two men could take anywhere. It is for the benefit of the people below. I think it is unjust to ask the people above to curtail their trade in order that the travel, the lighter carriage of the country, may be accommodated by a bridge to save perhaps to the railroad company one hundred, the two hundred, or three hundred thousand dollars: because I have no doubt that $300,000, in addition to the money to be expended on the structure as now contemplated, would build a bridge, leaving the navigation of that river free in all times, and nobody would complain of it.

But, Mr. President, I wish to direct the attention of some Senators here to another point in this bill. This is not a bill simply to authorize a structure across the Ohio river at Steubenville. This bill authorizes corporations to make bridges across that river at any point they choose, and to this point I invite the attention of the Senators from Ohio, the Senators from Kentucky, the Senators from Indiana, and the Senators from Illinois. They are all interested in it. If under this bill a bridge can be erected at Steubenville within 85 or 90 miles of its head, it can be erected at Cincinnati, and your trade obstructed by a bridge there; or if the bridge is at Louisville, you may find yourselves, as this bridge would leave Pittsburgh, not at the head of navigation of the Ohio river: you will find the head of navigation at Louisville; you will find this artery tied at every stage of its progress, and the whole trade of the country above these obstructions must accommodate themselves to these obstructions below. I think this is what we ought not to do: and while I am in favor of giving these people the right to cross this river everywhere, I desire that the river itself may be preserved, and may be preserved in its integrity to the people: and I think the gentlemen who represent these States are quite as much interested in it as I am. They are interested to scan closely the provisions of this bill, which, in its subsequent sections, I shall hereafter be obliged to note. The first section of it applies to this bridge at Steubenville: and I hope they will be required to have this span, or this passage, at least three hundred feet wide.

Now, as to coming there in the night, no better reason in the world can be given why men always do come there in the night than that they start from Pittsburgh in the morning in order to get over this difficult river, full of islands and rapids for the first sixty or seventy miles, in daylight, because they cannot run it at night at any stage of the water—everybody acquainted with the river knows the peculiar situation of it—and that brings them ways to the Steubenville bridge at night in all cases. I venture to say there would not be a heavy boat or a heavy raft of any description that would not pass that bridge in the night time.

It is said there is no difficulty in a pilot adjusting himself to this state of affairs. I have only to say that those who think there are no difficulties of this kind are totally inexperienced in that behalf. What would my honorable friend the Senator from Ohio do, I ask him, in a thick, dense fog, such as he has seen many a time, with a boat above this bridge? How much time would he have to adjust himself then to this narrow passage. In these fogs you cannot see at the furthest fifty yards ahead of you. Again, in case of storm, these storms affect the direction of the boat very often much more than the best force you can put upon them. This wind will blow you upon these obstructions despite all the main force you can put there. It is to avoid this that those who are now rich enough to go in the trade, in that way, use steam. They use steam and haul these arks and barges by tugboats; but there are a great many, both in the coal and lumber trade, who cannot do this; and the people below derive the benefit of it. If you make the river so that nobody can navigate it except the man who is able to command steam power to guide him upon it and help him to get through it, you stop off all the supply you now have from the mass of the people. A man in Western Pennsylvania owns a tract of land; he is not regularly in the coal trade; but in the winter time, when he has got nothing else to do, when he cannot work at his farm, he builds or buys a pair of boats and obtains this coal, and when the spring high floods comes he has his boats loaded and ready to go off down the river. He is not able even to employ the most skillful pilots down the river. This river is a great and wide one, and when the flood comes, if you can keep anywhere near the middle you are safe. I have known men who had never been down the river to take a coal boat down from Pittsburgh to Cincinnati, just because the river was in its high state and they managed to keep in the middle; everything happened to be clear and there was no fog; and when they came to an island, they had a chart which told them whether to go to the right or left, and they got down.

So it is with the lumber region. That trade is not carried on by men who are especially and particularly engaged in that business. A man who has a farm works it until he gets his grain in the field, and then he cuts his timber, takes it to the saw-mill, perhaps, with the first snow, and has it sawed out: and when the creeks rise in the spring he builds his little rafts and goes into the stream: he brings out one little piece at a time and unites them; and they collect together at Pittsburgh, and go to the market in that way. They cannot afford those alliances that are made use of by wealthy men in the trade, and they go cheaply. The three hours, of which my learned friend speaks, to them are nothing. They can afford to lose time if they can avoid the expense of the more valuable means of conveyance. It is the interests of these people that I think we ought to protect: that we ought to stand by: and we ought not to be led away from a care for those interests because elegant gentlemen, with persuasive lips, come here on behalf of railroad companies and corporations, and who besiege members here for sometimes months at a time in order to seduce them into these plans and schemes, in which the interests of the people are not taken into the account at all. I do not know that there has been a bill before the Senate at this session which requires as much care and circumspection as this, as well, I was about to say, on the part of Senators from other States along the Ohio river as the Senators from Pennsylvania; because I know that if a general provision like this passes authorizing this bridge to be built in this way, all people will regret it sooner or later. It can be just as well done without injuring the rights of anybody if we take it now in time.

I received a memorial from some five or six gentlemen who are largely interested in this coal trade, which I will ask the Secretary to read, if there is no objection.

The Secretary read the memorial, as follows:

To the Honorable the Senate and House of Representatives of the United States:

The undersigned, appointed by a meeting of citizens of Pittsburgh and vicinity, in Western Pennsylvania, representing the coal, lumber, and steamboat interests upon the Ohio river, beg leave to remonstrate against the obstruction of said river by the Pittsburgh and Steubenville Railroad Company in the erection of a bridge near Steubenville or elsewhere. The Ohio river, by an act of Congress passed in 1795, and in the ordinance of 1787, was declared a public highway, to be "FOR EVER FREE," and the foresight of that day is abundantly vindicated by the wants of the vast and growing trade of the present day. We respectfully protest against the passage of any act by your honorable bodies, giving any company, or any other party, authority to erect a bridge over said river at Steubenville or elsewhere, in such manner as to obstruct navigation for tow-boats, canal-boats, steamboats or other craft. The magnitude of these interests cannot be even hinted at in a paper so brief as your petitioners feel it their duty to present, but enough can be said to draw attention to the necessity of a free and unobstructed navigation of said river. The bridge commenced by said company is located at a point where it will be impossible to build *piers* without great obstruction, according to the plan adopted. The channel is crooked, and the current swift, and it would require a clear channel of at least five hundred feet at that place to accommodate tow-boats and tow boats with their tows. The bridge should be built in height so as to leave room for steamboats, and there should be sufficient space between the piers to insure a safe navigation for coal boats and barges. The coal trade is increasing rapidly, and is a source of wealth that cannot be overestimated. The present annual shipment of coal down the Ohio is about forty million bushels, and at a low estimate brings a return in cash of $20,000,000, every cent of which is added to the capital of Western Pennsylvania.

The lumber interest is also vast, and cannot readily be estimated, from the fact that there are interested in it chiefly people in the Allegheny region, and no statistics are at hand showing the quantity and value of the lumber shipped annually. Our petitioners would state in brief that coal boats and barges are very large, and contain from ten to twenty thousand bushels each. The boats are principally run by hand, and the crews are novices. From seventy-five to one hundred and fifty thousand bushels can be taken in one tow, and it will average in length some five hundred feet, and in width over two hundred feet. The coal boats are run in pairs, and including the rigging, every some two hundred and fifty feet in length, by one hundred feet in width. A bushel of coal weighs seventy-six pounds, and the immense weight of these craft, when laden, can readily be calculated. It is hoped that any law that will affect this trade injuriously will be duly considered, and so modified as to protect these great and growing interests.

If the company persist in completing the bridge as they have begun, the loss to the coal trade will be ruinous, from the fact that the current is always swift, and the distance such that the greater portion of boats leaving Pittsburgh in the morning reach that place after dark. It is not contrary to land boats either above or below this bridge, nor are there proper landings to be found. If the company would shift the location of their bridge to some point above or below the present location, and throw it over the river, leaving at least one long span of five or six hundred feet, it is believed both *the railroad and the river interests can be accomodated*; but a bridge completed on the present plan, and at the location selected, cannot fail in crippling the vast trade on the Western rivers, and producing unknown damage to this great source of our prosperity and wealth.

SIMPSON HORNER,
R. L. McGREW,
JAMES WATSON,
F. A. DOHRMAN,
DAVID SMITH, Committee.

After some further discussion the following resolution, offered by Mr. Powell, was adopted, thus disposing of the bill for the present:

Resolved, That the bill be recommitted to the Committee on the Post Office and Post Roads, with instructions to report a bill authorizing railway companies to build suspension or tubular bridges across the Ohio river, said bridges to span the river, and to be not less than ninety-five feet above low water mark.

ROBERT ARTHURS,

ATTORNEY AT LAW,

AND COMMISSIONER OF DEEDS, of Ohio, Missouri, Texas, Wisconsin, Virginia, New York, Louisiana, Illinois, Iowa, Florida, Indiana, Kentucky and Michigan.

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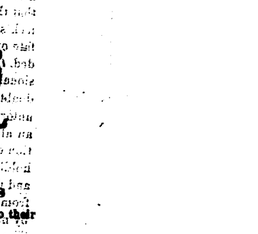

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