

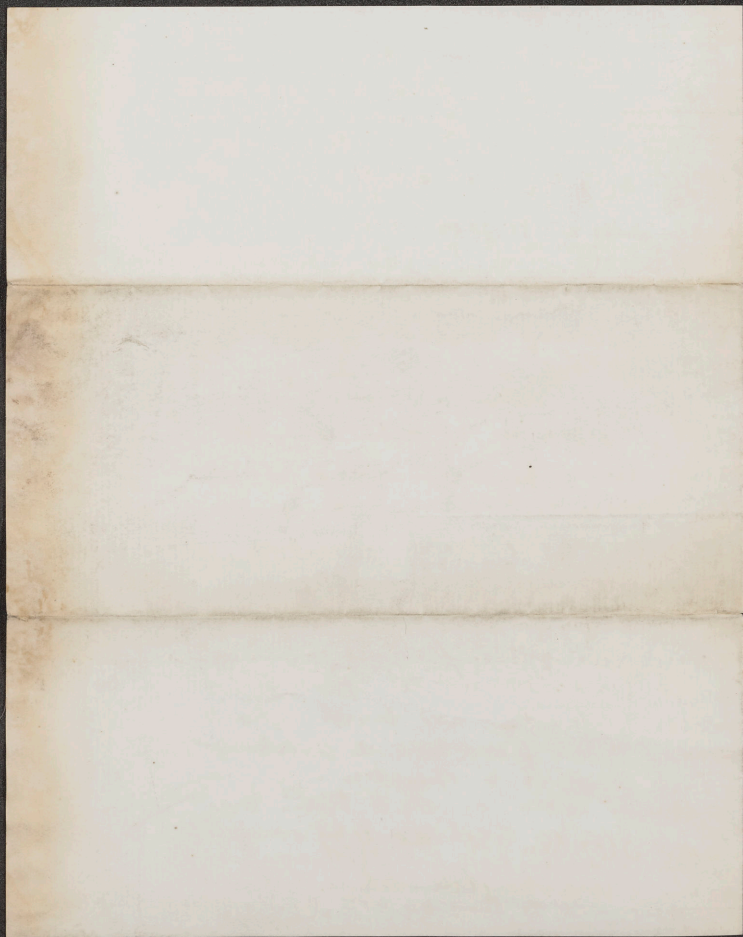
Office of the Northern Cross Railroad,

Quincy, Illinois, Jan 1855

Hon Stephen A. Douglas
Washington City

Excuse & hence the pleasure
of forwarding you a report of Wm H. Hall
Esq. the Chief Engineer of this road, of its
progress & condition to this time.

This document though prepared
with reference to other objects, it strikes
me may furnish some desirable matter
for consideration, in connection with the
Pensile Rail Road Question, now agan
before the Senate, & in this this part
of the State & Army in particular, as the
terminus of this road, & on an apparent
right line towards the Pensile takes a
deep interest - we have already expended
on our road from here to Leidsburg \$1725,000.
& shall have it in operation in July next - As soon
as this is done we shall turn our attention
to filling in the high east by completely the part
between Camp Point & Mazon on the Illinois
River about 30 miles - this will put us in direct
connection with the East by both the northern & the central
roads
Yours as respectfully
Wm Bushnell



Engineer's Office of the Northern Cross Railroad.

Quincy, Ill., 19th January, 1855.

N. Bushnell, Esq., President,

Sir,—In answer to your request for information that may serve to give an idea of the character of your road, and of its progress and present condition, I present the following and remain,

Your obedient servant,

W. H. Sill.

The Mississippi river reaches farther towards the west at the bend where the Northern Cross Railroad terminates, at Quincy, than anywhere else in its whole course, excepting near its source. This point, Quincy, is forty-five miles farther west than Rock Island, sixty-five than St. Louis, eighty miles than Memphis, and ninety-six miles than New Orleans, all counted in air lines, and therefore saving distances greater than those in the progress of travel westward. The Northern Cross Railroad, therefore, when finished to Quincy, will not only be a road possessing the same advantages with any of the local roads of the State of Illinois, but will form also an extension to the west, equivalent to many miles of rail beyond the Mississippi for this especial object. It may be seen also by the map, that the Northern Cross Road is so situated as to connect with two great systems of railroad between the Atlantic and the west, viz.—The Northern system and the Central system. The first by way of Chicago, through Michigan, Canada and New York; or, instead of Canada, along the south shore of Lake Erie, through the northern portions of Indiana, Ohio and Pennsylvania; and the last by way of Springfield through the middle and southern portions of these same States; connecting, in fact, the capitals and chief cities of all. Again, beyond the Mississippi a road is in progress westward, almost a direct continuation west to St. Joseph on the Missouri, two hundred miles, besides which a charter is granted for bridging the Mississippi, against which there is no physical impediment. It may hence be seen that the Northern Cross Railroad cannot fail to enjoy a large business from emigration and general travel, besides its local business, which, from the high fertility of the country through which the road passes, must necessarily be large; and that, therefore, a knowledge of the capacity of the road for business must be interesting, particularly to those who directly or indirectly are engaged in the work of its construction.

The capacity of a road for business depends, amongst other things less important, on its directness or freedom from curves, and moderate gradients, on the quality and weight of the material used for the track and the care in laying it, and in the possession of ample grounds and buildings for depots, in order, to transact with facility the business that present itself. Of these characteristics none are permanent, and must be established from the beginning; others may be introduced at more convenient seasons, after the first opening of the road.

The location of the road on the ground, the straight lines and curves of which it is composed, with the inclines and level planes, are evidently permanent, and when once introduced in the original plan remain so forever. It is the same with most of the structures which enter into and form a component part of the work; but the quality and weight of iron and of the parts of the superstructure, the acquisition of property for right of way or depot grounds, and the buildings thereon, are capable of change and improvement after the opening of the road, and on many roads have been deferred until that period.

On the Northern Cross road, however, this has not been done, in any important matters except in regard to the erection of buildings, and every essential condition of excellence has been introduced in the original construction. The steepest gradient on any part of the road is 37 feet to the mile, or 1 in 143 of which there is altogether twenty three miles out of the hundred miles which is the total length of the road; twenty-one miles is easier than this, still over 15 feet to the mile (or between one in 242 and one in 352), and the remaining fifty-four miles is either level or not greater than fifteen feet to the mile. The total height obtained above the starting point is three hundred and one feet, and this is at Galesburg, the very northern terminus of the road. The sum of all the ascents going north is one thousand and thirty-five feet, of which two hundred and fifty-five is due to the ascent from the river to the general surface of the country, and the sum of all the descents going in the same direction is seven hundred and fifty feet. No directness the road is built on straight lines wherever the ground approximates to a plain, but in rough ground where great cost would be involved by persisting in the straight course, it accommodates itself to the ground by curving to such extent as a judicious economy demands. The total length of all the straight line on the road is eighty-four and two-thirds miles. And of the curved line fifteen and one-third miles. Of these fifteen and a third miles, eleven miles and one-twelfth have radii of over half a mile in length, two and three quarters miles of over a quarter mile, and one and a half miles of less than a quarter mile radius, but none less than twelve hundred feet. In degree, the curvature on the whole road is equivalent simply to four and a half circles.

The line and surface of the road being of the character above described, the

superstructure of the track is as follows: The iron rails weigh sixty pounds to the yard, and are laid on cross ties of heavy durable timber, not two feet apart from centre to centre, leaving even a smaller space in the clear between them. By the specifications those ties must not be less than six and seven inches wide, but the greater part of those furnished are considerably larger, and it is probable that the average size is nine inches, and the average weight not less than two hundred pounds. The rails are well spiked at every tie, and are joined at the ends by a wrought iron chair of seven pounds, clamped by the hammer to hold the rails firmly in place; thus giving a superstructure of superior character.

The right of way has been acquired for the whole distance, never less than a hundred feet in width, and in many cases wider when thought necessary. For depot purposes, grounds have been obtained at intervals of about every eight miles, which are deemed amply sufficient. In size they are always at least two hundred and fifty feet wide, lying one hundred and twenty-five feet on each side of the road, and extending along the same from two thousand to twenty-five hundred feet. At Camp Point and Macomb, however, the grounds are larger, and at the termini, Quincy and Galesburg, they are larger still. At Galesburg we have about twenty-two acres, and at Quincy about twenty acres. This is so situated as to give about half a mile of water front, parallel with, and with room for all business between the river and the road the tracks are laid, and beyond the tracks a lot of a thousand feet long and two hundred wide, suitable room for engine houses, repair-shops, and apartments.

It is intended to have the main shops of the road at Quincy, and besides these, warehouses for freight, with machinery for transferring the same to and from steamboats, and also saloons for passengers. At Galesburg there will be other shops of subordinate character, and a station for spare engines and cars. At Camp Point and Macomb, also, a spare engine or two and some cars will be kept, with the means for minor repairs. The ordinary buildings for all the depots, besides those for the particular points mentioned, well described, will consist of a home for passengers, a warehouse for freight, sheds for fuel and tanks or reservoirs for water enclosed in buildings to provide against frost, and supplied with wells and pumps.

The country through which the road passes is mostly prairie and will be described by a more traveller as a level country; but it is intersected by streams and ravines, the beds of which are very deep even when small, and the larger have besides alluvial "bottoms" of considerable width. In contrasting a railroad through a country like this, these ravines must often be crossed, and if the attempt be made to confine the road to the general plane surface of the country, the bridge and embankment would be of enormous and impracticable magnitude. Hence, wherever we approach one of these streams, we must begin some distance back to ascend gradually, and after crossing must recommence the ascent as soon as possible. For this descent and ascent, we must also avail ourselves of the natural tributary streams and ravines, whose courses being nearly at right angles with the main stream, lie in the same direction with the road. We are thus thrown on broken ground, and are obliged to conform somewhat to its irregularities, and hence is introduced the necessity for heavy work of gradation and masonry, and for most of the deviations from a straight level road which appear, besides hiding from sight much beautiful and productive country, not visible from the ravines, though close at hand and extending far on either side.

Thus, although the country is generally level and free from some of the grand difficulties of other regions, such as rocks and mountains, yet the description above shows that there are features to prevent attaining a perfect road, or even a road such as ours without some difficulties. Nevertheless it was regarded as bad policy to yield for small considerations the object of obtaining a road not only favorable for business but permanent in its character. It is not unusual, here in the West particularly, to sacrifice every condition of excellence in order to get what is conventionally called a "railroad," but which is to turn out a thing nearly impracticable to use and at best but temporary, but which is immeasurably more costly to maintain than the interest of any sum necessary to have given it a superior character from the first. Perishable material, such for instance as wood, has been substituted for stone in places impossible for a change after the road is once completed, the gradients have been made very steep and frequent, and the curves have been kept in order to follow the accidents of the ground and to save labor in gradation. There is nothing analogous to this in our work; the policy was rejected from the first as unsound, and the building of such a road was looked upon almost as a false pretence. On the contrary, nearly every who

* Quincy is about 53 miles west of Galena.

we have good structures, which will last for all time, and the exceptions are in those cases only where stone being hard to obtain before opening the road, the final building of these was deferred until the stone could be brought by the cars; the spaces being meanwhile spanned by heavy timbers, strong enough to bear the trains and wide enough to permit the building below. Excepting near Quincy, these omissions apply entirely to the smallest structures under low embankments, there having been no postponement elsewhere of the building and finishing the larger structures and embankments, for which the stone and cement and labor were obtained without regard to the difficulty.

Near Quincy, however, there are three points, where not to impede the work of track laying, it was thought best to defer the building of the stone culverts and embankments, though they were of some magnitude, and run the track over for the present, on wooden trestles; but these are expected to be soon replaced by constructions according to the original plan.

The quality of masonry used on the work, is such as is deemed of absolute excellence for all the purposes intended, as well as for strength and permanency. It is classified to suit the circumstances of its use. As nearly the whole is built in connection with the drainage or passage of water, structures meant for the escape of rains, or the passage of rivulets, which lie under no great weight of earth, are of dry masonry, dressed with the hammer, well bedded and strongly laid in, small works, such as box culverts, never exceeding four feet span, whereas, those intended for the passage of large streams, or which lie under a great weight of earth, such as bridges and arched culverts, are laid in hydraulic cement or a mixture thereof with lime, and great pains taken to get heavy, thick, sound stone and to dress their bearing beds in a perfect manner. No labor is given, however, or care taken for the sake of appearance, but excellence in the quality of work, carries with it necessarily some beauty of appearance. On the whole hundred miles, on which we may say all the masonry is complete, (for all except that described above, and intended to be postponed is essentially complete,) we have one hundred and ten of these smaller culverts, sixteen arched culverts of the highest class of masonry, and besides these, three large bridges where arches are inapplicable. These bridges have stone abutments, the work being, like that of the arches, of the highest class, and the openings are spanned by wooden trussed bridges of the most approved patent for Railroads. One of these bridges is over Bear Creek, fifty feet span and twenty six feet high; another over Crooked Creek, a hundred feet span and forty-one feet high; and the third over Cedar Creek, ninety feet span, and thirty feet high; these are all the wooden bridges on the Road, except one small road-bridge near Quincy. On the whole road, the total quantity of masonry, expressed in cubic yards, is eighteen thousand five hundred and seventy-three yards, of which nine thousand eight hundred and thirty-eight is of the superior class, and eight thousand seven hundred and thirty-five, of the lower class. Of bearched culverts, two are of twenty feet span, and over a hundred feet in length, being under embankments of thirty and fifty feet in depth respectively; the others vary from fifteen feet down to six feet span, and of different lengths.

The gradation is principally in earth, though about eight thousand yards of rock, have been removed near Quincy. The earth which required removal on the whole work, was nearly two millions of yards, (1,938,151) of which about one ninth yet remains to be moved, but this is so far away from that end of the work from which the track is advancing, as not to threaten to impede it. One difficulty encountered on the work has been that the whole quantity of earth requiring removal did not lie equally distributed throughout, but in some places, in very heavy masses. There is one embankment on the line, varying in height from twenty-five to forty feet, and over half a mile long, containing when complete, one hundred and twenty three thousand cubic yards. This is at Crooked Creek, and is now approaching completion, as well as the masonry of the contiguous bridge. Another, at the crossing of Cedar Creek, is nine-tenths of a mile long, from ten to thirty feet high, and contains ninety-three thousand cubic yards. Immediately beyond this embankment is a cutting, nearly continuous, of a mile and a half in

length, in some places, twenty-seven feet deep, and averaging twenty feet, of which the total quantity requiring removal, was a little over a hundred thousand yards, the material of which was very difficult to work, being wet and tenacious; a stream of water as large as a man's leg, flowing from it continually by the ditches, and the soil so soft, that a rod could be thrust into it to a great depth. It may be proper to mention in regard to this formidable work, that at the end of December, there remained but sixteen thousand yards to be removed, and that much has been done since, and is doing now, that the embankment, already far advanced, will be finished simultaneously with the cut; and that the masonry of the bridge was of the way long since, the wood work being also in the hands of the carpenter.

The points I have described, are those of the heaviest work, though there are several others where cuttings of thirty to thirty-five feet occur for a thousand or more feet in length, and some embankments of upwards of twenty feet high, and from eight hundred to a thousand feet long. At a place called Flour Creek, is an embankment of fifteen hundred feet long, and fifty feet high where highest, with an average height of thirty feet; and again at Williams' Creek, is one of a thousand feet long, and thirty feet high, both of these embankments resting on strong arched culverts of twenty feet span.

It is not necessary to dwell longer on particulars; I have called attention to these to show the character of the work we have undertaken, and how we have planned, conducted and executed it, with a view to obtaining a good road, and therefore, a profitable road; for in a fertile country like this, where the greatest want is, not to produce, but the means of transporting, the terms are synonymous.

The track is now laid from Quincy out, a distance of nineteen and three-quarters miles, (or one fifth of the whole track,) and is within two miles and a quarter of Camp Point, which place may be reached next week, unless a recent snow storm, prevent it. Besides this, turnouts and sidings are laid, principally at Quincy, to the extent of a mile and three-quarters. From Camp Point northward, I see now, no physical impediment to continued progress, even to the very end of the work, which, it will be remembered, is equivalent in time, to the laying of but eighty miles of track, as twenty miles will be laid simultaneously from the northern end.

I will close this article, by giving a brief account, in sections, of the country through which the road passes, and the principal structures found on each.

Bearing in mind that the road was once partially graded from Quincy to Camp Point, twenty-two miles, and that seven miles was abandoned for a better route, then from Quincy, to the junction with the old work, may be called the FIRST SECTION, and on this the maximum grades, and most abrupt curves of the road are found; in fact, on this section alone, are there any curves of less than two thousand feet radius; there are six and a third miles of the maximum gradient, and one and a half miles of curves of least radius; all of which was explained in the beginning. On this section, also the only rock cutting encountered on the road appears, and it is here that trestle work is temporarily substituted for masonry, and embankment as above specified.

THE SECOND SECTION, extends to Camp Point, fifteen miles, which was all formerly graded, but, to bring this to equal character with the other parts of the road, the grades are altered, some wooden culverts exchanged for dry masonry. The country is generally open and plain, but several ravines are crossed, involving pretty heavy work, so that it can hardly be called prairie work.

THE THIRD SECTION, is from Camp Point to a little beyond Augusta, fifteen and three quarter miles, which is mostly prairie work of light character, although there are some points quite heavy. There are two six feet arched culverts, and it is on this section that the bridge over Bear Creek occurs, and also the heavy embankment and twenty feet arch at Williams' Creek. But these rough places do not prevent the greater part of the section from occupying the surface plain of the country. The masonry of the bridge and culvert is finished, and the embankments nearly so, and the wooden bridge is framed ready for erection.

THE FOURTH SECTION begins just beyond Augusta, and almost at once enters amongst the ravines, with a view to the crossing of Crooked

Creek, and keeps there until near Hills Grove, a distance of twelve miles. On this section there is work as heavy as any on the line, including the bridge, and embankment at Crooked Creek, and the twenty feet culvert and embankment at Flour Creek, besides five smaller arches, and many heavy cuts and fills, with hard and difficult material. The arches are all done and the earth is in most cases filled over them; at Flour Creek the embankment is nearly done, at Crooked Creek one abutment is finished and the other far above the highest water and beyond contingencies, the embankment being also nearly complete, the wooden trestle too, is now nearly framed.

THE FIFTH SECTION extends from near Hills Grove through Macomb to Woodstock, thirty and a half miles, and this is almost all prairie country, with work of light character. There are very few points of any difficulty, and these are at the crossing of streams; but there is only one arched culvert found necessary on the whole length of the section, and this is of ten feet span, with an embankment of about twenty-five feet. The culvert is done and the embankment will be in a week, and this completes the whole section, except a little trimming and ditching.

THE SIXTH SECTION begins at Woodstock and continues to Abing-ton, ten and a half miles, on which as on the fourth section, some of ear

heaviest work is found. It is here that the Cedar Creek bridge, and the embankment nearly a mile long, and the wet, difficult cut beyond, a mile and a half long, all occur. On each side of this particular part of the section, are also pretty heavy pieces of work, embankments a thousand feet long and thirty feet high, with three arched culverts of ten feet, and one of eight feet span. Except just near Cedar Creek, however, the irregularities arise from the rolling character of the country, and not from the line lying in ravines, as near Crooked Creek. For the condition and progress of this section, satisfactory as it is, is no better idea can be given than by reference to the body of the report.

THE SEVENTH SECTION is nine and a quarter miles in extent, and reaches to Galeburg. It is all a fine level prairie country, with no heavy work whatever, either of gradation or masonry, and is finished.

This recapitulation, with the fuller statement above, it is believed contains all the information in connection with the construction of the work, essential to a full understanding of its character, its progress and its present condition.

Respectfully submitted,

W. H. SIDELL, Chief Engineer.

N. C. B. R. OFFICE, Quincy, Jan. 18th, 1883.

Engineer's Office of the Northern Cross Railroad.

Quincy, Ill., 19th January, 1855.

S^r. Bushnell, Esq., President,

Sir,—In answer to your request for information that may serve to give an idea of the character of your road, and of its progress and present condition, I present the following and remain,

Your obedient servant,

W. H. Sedell.

The Mississippi river reaches further towards the west at the bend where the Northern Cross Railroad terminates, at Quincy, than anywhere else in its whole course, excepting near its source. This point, Quincy, is forty-five miles further west than Rock Island, sixty-five than St. Louis, eighty miles than Memphis, and ninety-six miles than New Orleans, all counted in air lines, and therefore saving distances greater than those in the progress of travel westward. The Northern Cross Railroad, therefore, when finished to Quincy, will not only be a road possessing the same advantage with any of the local roads of the State of Illinois, but will form also an extension to the west, equivalent to many miles of road built beyond the Mississippi for this especial object. It may be seen also by the map, that the Northern Cross Road is so situated as to connect with two great systems of railroad between the Atlantic and the west, viz:—The Northern system and the Central system. The first is by way of Chicago, through Michigan, Canada and New York; or, instead of Canada, along the south shore of Lake Erie, through the northern portions of Indiana, Ohio and Pennsylvania; and the last is by way of Springfield through the middle and southern portions of these same States; connecting, in fact, the capitals and chief cities of all. Again, being the Mississippi a road is in progress westward, almost a direct continuation due west to St. Joseph on the Missouri, two hundred miles, besides which a charter is granted for bridging the Mississippi, against which there is no physical impediment. It may hence be seen that the Northern Cross Railroad cannot fail to enjoy a large business from emigration and general travel, besides its local business, which, from the high fertility of the country through which the road passes, must necessarily be large, and that therefore, a knowledge of the capacity of the road for business must be interesting, particularly to those who directly or indirectly are engaged in the work of its construction.

The capacity of a road for business depends, amongst other things less important, on its directness or freedom from curves, and moderate gradients, on the quality and weight of the material used for the track and the care in laying it, and in the possession of ample grounds and buildings for depots, in order, to transact with facility the business that presents itself. Of these characteristics some are permanent, and must be established from the beginning; others may be introduced at more convenient seasons, after the first opening of the road.

The location of the road on the ground, the straight lines and curves of which it is composed, with the inclines and level planes, are evidently permanent, and when once introduced in the original plan remain so forever. It is the same with most of the structures which enter into and form a component part of the work; but the quality and weight of iron and other parts of the superstructure, the acquisition of property for right of way or depot purposes, and the buildings thereon, are capable of change and improvement after the opening of the road, and on many roads have been deferred until that period.

On the Northern Cross road, however, this has not been done. In any important matters except in regard to the erection of buildings, and every essential condition of excellence has been introduced in the original construction. The steepest gradient on any part of the road is 1/4 of an inch to the mile, or 1 in 43, of which there is altogether twenty three miles out of the hundred miles which is the total length of the road; twenty-one miles is easier than this, but still over 15 feet to the mile (or between one in 212 and one in 232); and the remaining fifty-four miles is either level or not greater than fifteen feet to the mile. The total height obtained above the starting point is three hundred and one feet, and this is at Galesburg, the very northern terminus of the road. The sum of all the ascents going north is one thousand and thirty-five feet, of which two hundred and fifty-five is due to the ascent from the river to the general surface of the country, and the sum of all the descents going in this same direction is seven hundred and fifty feet. For directness the road is built on straight lines wherever the ground approximates to a plain, but in rough ground where great cost would be involved by persisting in the straight course, it accommodates itself to the ground by curving to such extent as to follow its economy demands. The total length of all the straight line on the road is eighty-four and two-thirds miles, and of the curved line fifteen and one-third miles. Of these fifteen and one-third miles, eleven miles and one-twelfth have radii of over half a mile in length, two and three quarters miles over a quarter mile, and one and a half miles of less than a quarter mile radius, but none less than twelve hundred feet. In degree, the curvature on the whole road is equivalent simply to four and a half degrees.

The line and surface of the road being of the character above described, the

superstructure of the track is as follows: The iron rails weigh sixty pounds to the yard, and are laid on cross ties, of heavy durable timber, set two feet apart from centre to centre, leaving even a smaller space in the clear between them. By this specification these ties must not be less than six and seven inches wide, but the greater part of those furnished are considerably larger, and it is probable that the average size is nine inches, and the average weight not less than two hundred pounds. The rails are well spiked at every tie, and are joined at the ends by a wrought iron chair of seven pounds, clamped by the hammer to hold the rails firmly in place; thus giving a superstructure of superior character.

The right of way has been acquired for the whole distance, never less than a hundred feet in width, and in many cases wider when thought necessary. For depot purposes, grounds have been obtained at intervals of about every eight miles which are deemed amply sufficient. In some they are always at least two hundred and fifty feet wide, some one hundred and twenty-five feet on each side of the road, and extending along the same from two thousand to twenty-five hundred feet. At Camp Point and Macomb, however, the grounds are larger, and at the termini, Quincy and Galesburg, they are larger still. At Galesburg we have about twenty-two acres, and at Quincy about twenty acres. This is so situated as to give about half a mile of water front, parallel with which, and with room for the business between the river and the road the tracks are laid, and beyond the tracks a lot of a thousand feet long and two hundred wide furnishes room for engine houses, repair-shops, and apartments.

It is intended to have the main shops of the road at Quincy, and besides these, warehouses for freight, with machinery for transferring the same to and from steamboats, and also saloons for passengers. At Galesburg there will be other shops of substantial character, and a station for spare engines and cars. At Camp Point and Macomb, also, a spare engine or two and some cars will be kept, with the means for minor repairs. The ordinary buildings for all the depots, besides those for the particular points mentioned, just described, will consist of a house for passengers, a warehouse for freights, sheds for fuel, and tanks or reservoirs for water needed in buildings to provide against frost, and supplied with wells and pumps.

The country through which the road passes is mostly prairie and would be described by a more traveller a level country; but it is intersected by streams and ravines, the beds of which are very deep even when small, and the larger have besides alluvial "bottoms" of considerable width. In constructing a railroad through a country like this, these ravines must often be crossed, and if the attempt be made to confine the road to the general plane surface of the country, the bridges and embankments would be of enormous and impracticable magnitude. Hence, whenever we approach one of these streams, we must begin some distance back to descend gradually, and after crossing must recommence the ascent as soon as possible. For this descent and ascent, we must also avail ourselves of the natural tributary streams and ravines, whose course being nearly at right angles with the straight line, lie in the same general direction with the road. We are then thrown on broken ground, and are obliged to conform somewhat to its irregularities, and hence is introduced the necessity for heavy work of gradation and masonry, and for most of the deviations from a straight level road which appear, besides hiding from sight much beautiful and productive country, and visible from the ravines, though close at hand and extending far on either side.

Thus, although the country is generally level and free from some of the grand difficulties of other regions, such as rocks and mountains, yet the description above shows that there are features to prevent attaining a perfect road, or even a road such as ours without some difficulties. Nevertheless it was regarded as bad policy to yield for small considerations the object of obtaining a road, not only favorable for business but permanent in its character. It is not unusual, here in the West particularly, to sacrifice every condition of excellence in order to get what is conventionally called a "railroad," but which is too often a thing barely practicable to use and at best but temporary, but which is immeasurably more costly to maintain than the interest of any sum necessary to have given it a superior character from the first. Perishable material, such for instance as wood, has been in this region in places impossible for a change after the road is once completed, the gradients have been made very steep and frequent, and the curvature abrupt in order to follow the accidents of the ground and so save labor in gradation. There is nothing analogous to this on our work: the policy was rejected from the first as unsound, and the building of such a road was looked upon almost as a false pretence. On the contrary, nearly every where

* Quincy is also 53 miles west of Galesburg.

we have good structures, which will last for all time, and the exceptions are in those cases only where stone being hard to obtain before opening the road, the final building of these was deferred until the stone could be brought by the cars; the spaces being meanwhile spanned by heavy timbers, strong enough to bear the trains and wide enough to permit the building below. Excepting near Quincy, these omissions apply entirely to the smallest structures under low embankments, there having been no postponement elsewhere of the building and finishing the larger structures and embankments, for which the stone and cement and labor were obtained without regard to the difficulty.

Near Quincy, however, there are three points, where not to impede the work of track laying, it was thought best to defer the building of the stone culverts and embankments, though they were of some magnitude, and run the track over for the present, on wooden trestles; but these are expected to be soon replaced by constructions according to the original plan.

The quality of masonry used on the work, is as is deemed of absolute excellence for all the purposes intended, as well as for strength and permanency. It is classified to suit the circumstances of its use. As nearly the whole is built in connection with the drainage or passage of water, structures meant for the escape of rains, or the passage of rivulets, which lie under great weight of earth, are of dry masonry, dressed with the hammer, well bedded and strongly laid in. Small works, such as box culverts, never exceeding four feet span, whereas, those intended for the passage of large streams, or which lie under a great weight of earth, such as bridges and arched culverts, are laid in hydraulic cement or a mixture thereof with lime, and great pains taken to get heavy, thick, round stone and to dress their bearing beds in a perfect manner. No labor is given, however, or care taken for the sake of appearance, but excellence in the quality of work, carries with it necessarily some beauty of appearance. On the whole hundred miles, on which we may say all the masonry is complete, (for all except that described above, and intended to be postponed is essentially complete,) we have one hundred and ten of these smaller culverts, sixteen arched culverts of the highest class of masonry, and besides these, three large bridges where arches are impracticable. These bridges have stone abutments, the work being, like that of the arches, of the highest class, and the openings are spanned by wooden trussed bridges of the most approved patent for Railroads. One of these bridges is over Bear Creek, fifty feet span and twenty six feet high; another over Crooked Creek, a hundred feet span and forty-one feet high; and the third over Cedar Creek, ninety feet span, and thirty feet high; these are all the wooden bridges on the Road, except one small road-bridge near Quincy. On the whole road, the total quantity of masonry, expressed in cubic yards, is eighteen thousand five hundred and seventy-three yards, of which nine thousand eight hundred and thirty-eight is of the superior class, and eight thousand seven hundred and thirty-five, of the lower class. Of the arched culverts, two are of twenty feet span, and over a hundred feet in length, being under embankments of thirty and fifty feet in depth respectively; the others vary from fifteen feet down to six feet span, and of different length.

The gradation is principally in earth, though about eight thousand yards of rock have been removed near Quincy. The earth which required removal on the whole work, was nearly two millions of yards, (1,688,151) of which about one ninth yet remains to be moved, but this is so far away from that end of the work from which the track is advancing, as not to threaten to impede it. One difficulty encountered on the work has been that the whole quantity of earth requiring removal did not lie equally distributed throughout, but in some places, in very heavy masses. There is one embankment on the line, varying in height from twenty-five to forty feet, and over half a mile long, containing when complete, one hundred and twenty three thousand cubic yards. This is at Crooked Creek, and is now approaching completion, as well as the masonry of the contiguous bridge. Another, at the crossing of Cedar Creek, is nine-tenths of a mile long, from ten to thirty feet high, and contains ninety-three thousand cubic yards. Immediately beyond this embankment, is a cutting, nearly continuous, of a mile and a half in

length, in some places, twenty-seven feet deep, and averaging twenty feet, of which the total quantity requiring removal, was a little over a hundred thousand yards, the material of which was very difficult to work, being wet and tenacious; a stream of water as large as a man's leg, flowing from it continually by the ditches, and the soil so soft, that a rod could be thrust into it to a great depth. It may be proper to mention in regard to this formidable work, that at the end of December, there remained but nineteen thousand yards to be removed, and that much has been done since, and is doing now, that the embankment, already far advanced, will be finished simultaneously with the cut; and that the masonry of the bridge was out of the way long since, the wood work being also in the hands of the carpenter.

The points I have described, are those of the heaviest work, though there are several others where cuttings of thirty or thirty-five feet occur for a thousand or more feet in length, and some embankments of upwards of twenty feet high, and from eight hundred to a thousand feet long. At a place called Flour Creek, is an embankment of fifteen hundred feet long, and fifty feet high where highest, with an average height of thirty feet; and again, at Williams' Creek, is one of a thousand feet long, and thirty feet high, both of these embankments resting on strong arched culverts of twenty feet span.

It is not necessary to dwell longer on particulars; I have called attention to these to show the character of the work we have undertaken, and how we have planned, conducted and executed it, with a view to obtaining a good road, and therefore, a profitable road; for in a fertile country like this, where the greatest want is, not to produce, but the means of transporting, the terms are synonymous.

The track is now laid from Quincy out, a distance of nineteen and three-quarters miles, (or one fifth of the whole track), and is within two miles and a quarter of Camp Point, which place may be reached next week, unless a recent snow storm, prevent it. Besides this, turnouts and sidings are laid, principally at Quincy, to the extent of a mile and three-quarters. From Camp Point northward, I see now, no physical impediment to continued progress, even to the very end of the work, which, it will be remembered, is equivalent in time, to the laying of but eighty miles of track, as twenty miles will be laid simultaneously from the northern end. I will close this article, by giving a brief account, in sections, of the country through which the road passes, and the principal structures found on each.

Bearing in mind that the road was once partially graded from Quincy to Camp Point, twenty-two miles, and that seven miles was abandoned for a better route, then from Quincy, to the junction with the old work, may be called the FIRST SECTION, and on this the maximum grades, and most abrupt curves of the road are found; in fact, on this section alone, are there any curves of less than two thousand feet radius; there are six and a third miles of the maximum gradient, and one and a half miles of curves of least radius, all of which was explained in the beginning. On this section, also the only rock cutting encountered on the road appears, and it is here that trestle work is temporarily substituted for masonry, and embankment as above specified.

THE SECOND SECTION, extends to Camp Point, fifteen miles, which was all formerly graded, but, to bring this to the equal character with the other parts of the road, the grades are altered, and some wooden culverts exchanged for dry masonry. The country is generally open and plain, but several ravines are crossed, involving pretty heavy work, so that it can hardly be called prairie work.

THE THIRD SECTION, is from Camp Point to a little beyond Augusta, fifteen and three quarter miles, which is mostly prairie work of light character, although there are some points quite heavy. There are two six feet arched culverts, and it is on this section that the bridge over Bear Creek occurs, and also the heavy embankment and twenty feet arch at Williams' Creek. But these rough places do not prevent the greater part of the section from occupying the surface plain of the country. The masonry of the bridge and culvert is finished, and the embankments nearly so, and the wooden bridge is almost ready for erection.

THE FOURTH SECTION begins just beyond Augusta, and almost at once enters amongst the ravines, with a view to the crossing of Crooked

Creek, and keeps there until near Hills Grove, a distance of twelve miles. On this section there is work as heavy as any on the line, including the bridge, and embankment at Crooked Creek, and the twenty feet culvert and embankment at Flour Creek, besides five smaller arches, and many heavy cuts and fills, with hard and difficult material. The arches are all done and the earth is in most cases filled over them; at Flour Creek the embankment is nearly done, at Crooked Creek one abutment is finished and the other far above the highest water and beyond contingencies, the embankment being also nearly complete, the wooden trestle too, is now nearly framed.

THE FIFTH SECTION extends from near Hills Grove through Macomb to Woodstock, thirty and a half miles, and this is almost all prairie country, with work of light character. There are very few points of any difficulty, and these are at the crossing of streams; but there is only one arched culvert found necessary on the whole length of the section, and this is of ten feet span, with an embankment of about twenty-five feet. The culvert is done and the embankment will be in a week, and this completes the whole section, except a little trimming and ditching.

THE SIXTH SECTION begins at Woodstock and continues to Abingdon, ten and a half miles, on which as on the fourth section, some of our

heaviest work is found. It is here that the Cedar Creek bridge, and the embankment nearly a mile long, and the wet, difficult cut beyond, a mile and a half long, all occur. On each side of this particular part of the section, are also pretty heavy pieces of work, embankments a thousand feet long and thirty feet high, with three arched culverts of ten feet, and one of eight feet span. Except just near Cedar Creek, however, the irregularities arise from the rolling character of the country, and not from the line lying in ravines, as near Crooked Creek. For the condition and progress of this section, satisfactory as it is, no better idea can be given than by reference to the body of the report.

THE SEVENTH SECTION is nine and a quarter miles in extent, and reaches to Galesburg. It is all a fine level prairie country, with no heavy work whatever, either of gradation or masonry, and is finished.

This recapitulation, with the fuller statement above, it is believed contains all the information in connection with the construction of the work, essential to a full understanding of its character, its progress and its present condition.

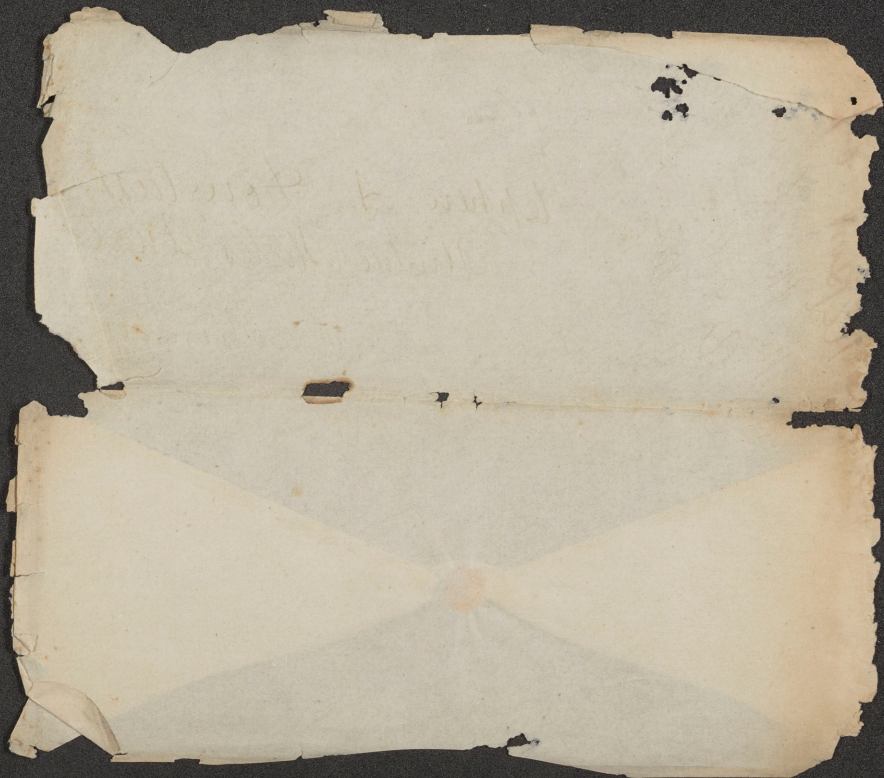
Respectfully submitted,

W. H. SIDELL, Chief Engineer

N. C. R. R. Office, Quincy, Jan. 10th, 1885.

FREE

Stephen A. Douglass
United States Senate
Washington



Washington D.C. 3rd May 1855.
His Excellency
The Governor of Illinois.

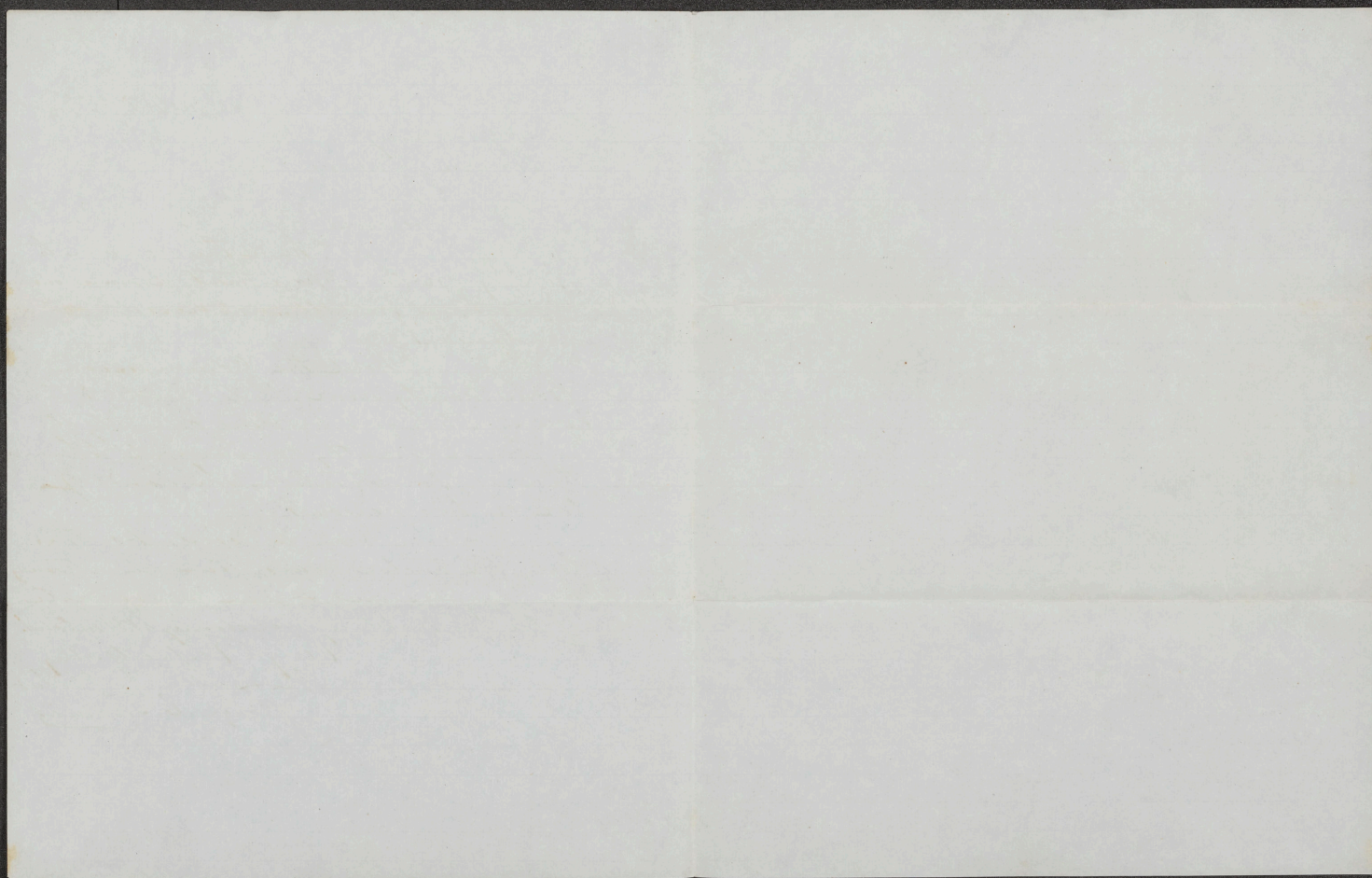
Governor:

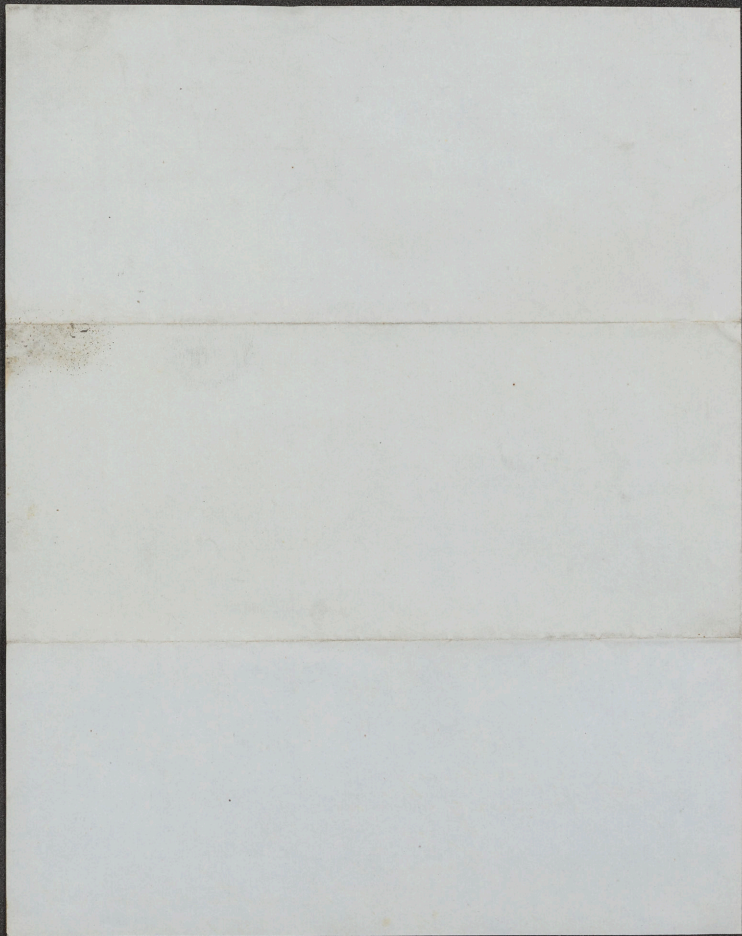
I have the honour to
apply for the appointment of Commissioner
of Deeds for Illinois, to reside at
Washington D.C.

I hold the Commission
from twenty nine States, and to the
many strangers visiting our City it
is found greatly convenient to have
these appointments in the hands of
one or two persons.

I have been a resident of this
city for twelve years, am an Attorney
by profession, & am a graduate
of the US Military Academy at West Point.

Very Respectfully
Yrs Excellency, Geo. B. Thomas





312
Fondling Green Ky Jan 5th 1855

Hon. S. A. Douglas

Dear Sir Mr W^m L. Meredith, (who is the sole surviving heir of Major W^m Meredith who was an officer in the Revolutionary War) has solicited me, as also several others, to address some member of the Senate & request his attention to a Bill now pending before Congress; & I have selected you, as in my estimation, the ablest advocate ^{to defend} of the just rights of the old Revolutionary Officers & thereby maintain the Honor & Signity of the United States.

The Bill to which I would most respectfully call your special attention was (I think) introduced into the Senate last winter by Mr Evans from South Carolina & on the 6th Feby passed to the 2nd reading; it is for the Relief of the Officers of the Revolution & their Widows & heirs; but I'll just refer you to the Bill. & request you to investigate its merits. — Old Maj. Meredith, tis true, was not one of those who Signed the Declaration of Independence & pledged their lives their fortunes & their Sacred Honor to maintain it, — but he was one of those who Risked his life, sacrificed his fortune & maintained not only, his own Honor, but that of the United States. Our Ex senator here J. R. Underwood thinks it ought & will pass; & Mr. Thompson in one of his speeches last summer in the Senate considered it a debt in honor due. I don't think there is a man in either house of congress, who has an American Heart in his bosom ~~but~~ that would now say, (particularly as our Treasury is overflowing) Let us now Verify the Resolution of Congress ~~made~~ passed during the Darkest Day of the Revolution & and Pay the old Officers $\frac{1}{2}$ pay for life after deducting 5 years full pay & other money recured as donations. This, Judge, is what we ask. Justice demands it, & the Nation & Heaven would Approve it.

Very Respectfully yr political friend

John M. Johnson

P. S. If you should be too busily engaged
yourself in investigating & arranging more
important matters to attend to this yourself
please refer it to Mr Evans of S. C.
Mr Thompson of Ky or any other senator
you may think proper.

Please write to
me or Wm L Meredith Bowling Green Ky
whether speedy action can be had, that is,
during the present session; & your views as
to the final result. S. M. Johnson

John Stephen A. Bowling
Senate
Washington City
Va

Wm L Meredith
Care

Protests against
the removal of
the Post Master
at Galena. Ills.

Jan 16th 1856.

Galena Ill. January 14 1856
Hon. J. A. Douglass U.S.S.
Washington City D.C. Sir

Mr. Thompson Campbell
who used to be an congressman
from this district, has returned
from California to this place
our Post master Bethard
Gray of this place was
appointed Post master
against the will of Campbell
and now that he feels toward
in his dignity he has declared
here that he will have Mr.
Gray removed from the
Post office, now there
never has been any charge
that I heard of made
against the Post master
and I look upon the

action of Mr Campbell as entering
an unwarranted and unbecom-
ing position when he was here he
did not much assist in unit-
ing our party and now that
we have become united
so that we can do some-
thing in the future - he wishes
to destroy our organization
and strength, I wish you
therefore to be informed of
the circumstances so that
in case of any further action
on his part you may be
aware from whence it
proceeds by using your efforts
to crush any movement
tending to the Post Masters
removal you will certainly
aid the harmonious action of
the Democracy of the County
Respectfully Yours
H. B. McGinnis

Washington 12 January 1855.

Dear Sir

Your favor of the 23^d. ulto has been received and your requests have been complied with. I do not see that any thing more can be done now. If the Army bill passes you will have a good chance for an appointment in the Army proper.

With great respect

Yours &c.

Wm. M. Smith

Chas. W. Peck Esq.

Medon, Penn

Was' Shuld to
H n Pick

1855.

1855

no

Monticello Jan 13th 1855

Sir

I wish you to send me a copy of the Law making Land Warrants assignable. There was a Batch of Warrants which was not assignable I wish to know when the Law passed making them so assignable, I have a Case of Mr. W. Bacornan who purchased a Warrant of one Vanham, in Issued Oct 10. 1850. Now I wish to know whether they were assignable at that time, Bacornan Bought the warrant, and paid a valuable consideration, But before Vanham assigned it Vanham died, and Bacornan wants a new Warrant.

I am informed that all such Warrants (where there is no heir or widow) are treated as real Estate. I have filed a Bill in Chancery for assent to Bacornan, I pretend sending the Exec. and old Warrant to the Com^r of Pensions.

Be so kind as to drop me a line immediately with a copy of the Law, and you will much oblige your friend

W^m Longmester.

Wm A Douglas.

P.S. I am sorry the house cannot organize give me the proceedings.

Wants copy of
Laws making
Land Warrants
assignable

March 27/56
The Hon. Secy of the
Genl Land Office

Is pleased to
respond to this letter of
the Judge Henry

Is pleased to return
this letter

Isat Reply &
Instructions of the
Com. Genl Land
Office of the 8 April
1856 April 11/56 to
Mr. Longueville

V. de la

Pierpont Ast Co Ohio Jan^y 18th 1835.

Hon^{ble} S^r A. Dougless

of Senate US

Dear Sir I take the liberty of
writing to You, although not personally
acquainted with You, but ~~being~~
believing You to be a true
friend to the principles of
democracy I address ^{you} and would
say that we truly live in
benighted Astabula Co. where
the principles of Democracy
are smothered, and the flood
gates of Whigry, Abolitionism,
Know Nothingism, and every
other ism is let wide open,
and that we have no member
in the House of Senate that would
send us a speech or any thing
else but what is steeped in the
same ism.

Yours

Names

Supplee

Lucy —

and now Sir, if You will be
so good as to record some of
the leading Hymns which I shall
name & forward to them in Your
distribution of Speeches and other
available matter which will counteract
these Speeches which are thrown
out broad cast all over this
vicinity, they will hold You
ever in remembrance for Your
kindness.

Your Friend

Mr Bates

Mr Bates P.M.

Smith St John

Henry Rackwell Lewis C Williams

Samuel St John John Seranby

Danl Legumby S L Curtis

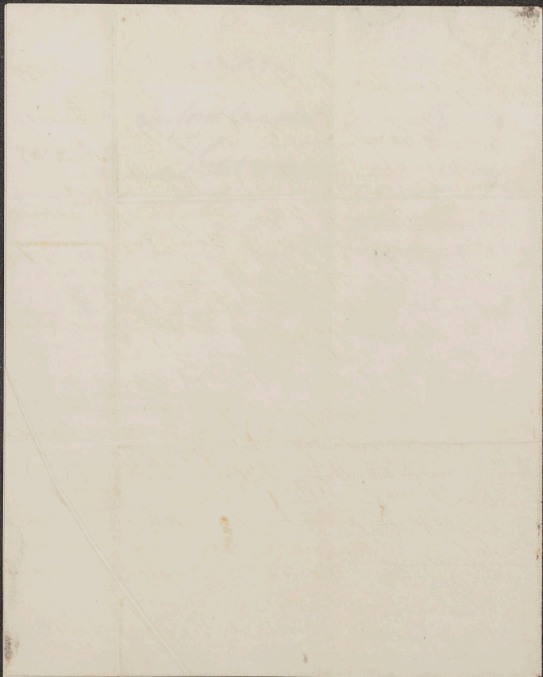
Ezekiel Case H W Morse

Eliaz Curtis

William Pratt

Salomon Ashby

Veyten Rice



Hon. S. A. Douglas
Will you not aid the North-West in this her hour of trouble, as indicated by the subjoined memorial? By so doing you will oblige your friend
J. H. Morgan

TERRITORY OF MINNESOTA.

(SIXTH SESSION.)

1855.

No. 3, H. of R.

Introduced by Mr. Andros. Read a first and second times, and laid on the table to be printed.

January 18, 1855.

A MEMORIAL

**To Congress asking a disapproval of
the act of the Legislative Assembly
of Minnesota, passed March 4, 1854,
incorporating the N. W. R. R. Co.**

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

The memorial of the Legislative Assembly of the Territory of Minnesota respectfully represents: that on the

2 last day of the last session of the Legislative Assembly of the aforesaid Territory, to wit: on the fourth day of March, 1854, said

3 body then passed, and enacted as a law, a certain bill entitled "A bill to incorporate the Minnesota and North Western

Railroad Company," that the passage of said bill was procured by misrepresentations on the part of its advocates, and that the powers, and franchises therein granted to the said Company, are considered by your memorialists as inconsistent with, and dangerous to the best interests of our growing and prosperous Territory.

Your memorialists would further state that at the time the said bill or charter was passed by the Legislative Assembly, it was represented, and believed, that the said Company was composed of honorable, and responsible business men, who were willing and anxious to invest their capital for the improvements contemplated by the aforesaid charter; but since that time it has been ascertained, (satisfactorily to us,) that this opinion was falsely grounded, and that the action of the individuals who claim the benefit of this charter, in fraudulently procuring the alteration of the act of Congress, approved June 29th 1854, entitled "An act to aid the Territory of Minnesota in the construction of a Railroad," after its passage by the House of Representatives, and their subsequent endeavors to avail themselves of the benefit of the *forgery*, by legal technicalities, are alike insulting to your Honorable Bodies, and to the people of this Territory, and are deserving of "the severest censure."

Your memorialists are therefore convinced that public policy and justice, require that the technical hold, which said Company now claim either under, or by reason of the charter aforesaid, or by the act of Congress approved June 29th, 1854, entitled "An act to aid the Territory of Minnesota in the construction of a railroad" be dissolved by the action of Congress; acting under the authority reserved to your Honorable Body by the (6th) sixth section of the act organizing the said Territory of Minnesota, approved March 3d, 1849.

Therefore, your memorialists would respectfully ask that your Honorable body will, by the exercise of the prerogative reserved in the said organic act, relieve the Territory of Minnesota, from further annoyance by reason of the charter claimed by the aforesaid Minnesota and North Western Railroad Company.

And your memorialists availing themselves and their constituents from all sympathy with the unprincipled forgers, their advisors and abettors, would ask as an act of justice, that the sins of the guilty be not visited upon the innocent, and that the people of Minnesota suffer not for an act, in which they had no participation; and that your Honorable body would, in the act disapproving the aforesaid charter, repeal the act repealing the grant, and reenstate the act of June 29th, 1854, with the third section thereof as it passed the U. S. House of Representatives, before the alteration of the word "or" to the word "and"

Boston Jan'y 20. 1855.

Hon. S. A. Douglas

Senate of the U. S. States.

Sir,

Your official relation to the Smithsonian Institution, as well as your position in Congress, will I presume furnish to a stranger a sufficient excuse for writing to you on the subject of the present position of that great Trust. As a lawyer, you will be likely to appreciate the point which I wish to present ^{to} your notice.

In the controversy which has existed both in the Board of Regents, and outside of the Board, respecting the proper management of the Institution, I have never taken any part. My attention has been drawn to the present state of the

Institutions solely because in my professional and in a more general capacity, I happen to be ~~an~~ author. You are doubtless aware that the 10th section of the Act organizing the Institution requires the authors of books, for which a copyright is secured under the existing laws, to deposit a copy with the "Librarian of the Smithsonian Institution", "for the use of the said Library," which is doubtless the Library provided for in section 8.

It has been a gross question in all countries, whether a requisition by the government of a deposit of copies of new works in certain public libraries, is not a tax upon literature, and ~~one~~ that ought not to be imposed. But in the present instance, the motive was one which would always cause the tax to be cheerfully borne, if those who may be called the producers of

the commodity on which it is laid, could see that the end in view has been secured. Congress evidently contemplated the "gradual formation of a library composed of valuable works pertaining to all departments of human knowledge" (I quote from the 8th section) they directed an appropriation from the funds of the Institution of a sum not exceeding twenty five thousand dollars per annum for the purchase of books; and as a further means of increasing the library, they imposed the tax of one copy upon all authors of books who should ask of the government the protection of a copyright.

Now taking into view the fact that the establishment of a great public library at so central a place as Washington is of itself a benefit to the authors of the country, and the further fact that it is an act-

savantage to ~~others~~ authors to have
their works found in so conspicuous
and central an institution, that is
visited by persons from every quarter
of the Union, - it will be found that
the ~~law~~ law in question is justifiable;
and that the policy which imposed
it is a liberal and praise-worthy
policy. Its end was two-fold: - first,
to build up and keep up a library;
secondly, to benefit the authors of the
country by providing a place for their
works in that library.

Upon no other policy or theory than this,
so far as I can see, can the requirement
of the Act of Congress ^{that} of a copy of every
book that shall be entered for copyright
shall be deposited with the Librarian of
the Smithsonian Institution, be justified.
When Congress, legislating under the Con-
stitution for the protection of authors,
have required, for the sake of the author's
title to his copyright, that he should de-
posit a copy in the public archives,
they have done all that the purpose
of his protection requires. If they require

him to deposit more copies elsewhere,
in public Libraries which it is the
policy of Congress to foster, or in other
institutions, some other motive
must be found; and if that motive
be not the one I have suggested, the
requirement is a naked tax, without
benefit of any kind to the person who is
required to pay it.

It does not alter this view of the case, to
say that the act of Congress does not make
the deposit of a copy in the Library of the
Smithsonian Institution a condition
of a valid copyright, and that therefore
the author may comply with the require-
ment of the law, or not, as he pleases.
It is not quite clear, what the intention
of Congress was, on this point; - but if
it were, it is sufficient to say that the
Government, which holds the rights
of authors in its hand, has required
this deposit, and that a compliance
with the law of the land is a thing so
universally regarded as a duty, that

every citizen must feel obliged to do what is required, whether his title is or is not affected.

The requirement is therefore a tax upon authors, to be supported upon the manifest policy of the Act of Congress organizing the Institution: and if that policy has been defeated, or has not been carried into effect, and is not intended to be made effectual, I respectfully submit to you that Congress ought at once to repeal the requirement.

I had occasion quite recently to go to the Institution, in person, to deposit a copy of a book under the requirement of the Act. You may judge of my surprise, when I say that I found there what, in no proper sense, can be called a Library. I found a room, in which, behind a screen, were a few hundred books; but there was no order, no arrangement, no state of things,

which could be said to afford the benefit to the author of an exhibition of his book, which seems to be the chief justification of the demand that is made upon him. I asked the attendant, who seemed to be a porter, to show me the books deposited under the law. He directed ~~to~~ me ^{to} a few shelves, where I found many of the recent publications of the country, from the highest to the lowest, without classification, without care, covered with dust, and sometimes with the titles reversed, thrust together as so much rubbish, in which nobody had or could have any interest.

If I tell you that I found no Librarian, I shall not probably tell you anything new. I left the book, which it was the object of my visit to deposit, and desired the attendant to have a certificate of the deposit sent to me. In a few days afterwards, I received a printed certificate, setting forth the facts of the deposit, but without the signature of any

officer of the Institution. The words "Librarian of the Smithsonian Institution" were printed at the bottom of the paper, but there was no signature over them.

Whether it is considered by the Institution that the office of Librarian is vacant, whether there never has been any Librarian, and never will be one, or whether there has been one who is now removed, I have no means of determining. Whatever may be the theory on this matter that may be adopted by the governors of the Institution, it is plain that, in my case, there has been no officer to receive the book which the Law requires to be deposited with "the Librarian of the Smithsonian Institution". I found no such officer, and no one who claimed to represent him; and when I received what should have been the acknowledgment of the Institution that I had done the thing required, it

without
was ^{the} signature of that officer,
or of any other.

In what court of law will
that paper avail me? Or, if, as is prob-
able, no certificate whatever would
be competent evidence in a court of law,
how am I to prove that I deposited a
copy with "the Librarian of the Smithsonian
Institution"? If there is no Librarian
there, if neither the Assistant Secretary
nor the Principal Secretary is a
"Librarian" — is "the Librarian" of the
Act of Congress — I have not done what
the law required that I should do
within ninety days after publication,
and what I can never do over
again, whatever course may be
taken hereafter in the management
of the Institution.

You will see therefore
that there is something more to be
enquired into and rectified by
Congress, than a mere controversy

between two officers of that Institution; - that there are citizens all over the country whose legal rights, whose very titles to property, may be affected by the mode in which the Act of Congress is carried out, by those who are charged with its execution.

I presume it to be wholly unnecessary for me to suggest to a person of your intelligence, that the interests of a class of ^{persons} ~~men~~ who are made by the Constitution the objects of a special protection, demand careful consideration at the hands of Congress. If the Smithsonian Institution is to have no Library and no Librarian, - if the authors of the country are not to have the benefit of the existence of "a library composed of valuable works pertaining to all departments of human knowledge", nor the advantage

of having their own works made known by being deposited in such a Library, then I respectfully suggest that it ~~would become~~ becomes the duty of Congress to relieve them from a provision, which can have no other effect than to obscure their rights and to introduce a flaw in their Titles.

It is, as I have before intimated, a matter of some doubt, whether the requisition in question is or is not so connected with the provisions of the copyright Acts, as to amount to a new and further requisite to a valid copyright. To leave the literature of the country exposed to that doubt, and to permit a state of things in the Institution, which throws that doubt open to the effacement of every person who may desire to "pirate" from the labors of others, is what I cannot believe Congress will willingly do. For obvious reasons, I should not like to have this letter

made public. I have no objection
to your showing it to any member
of Congress who takes an interest
in the investigation now ordered by the
House of Representatives. --

am, Sir,
very Respectfully
Yr. obt. St.

Geo. S. Curtis.

P. S. Since writing the above, I have read the Debate in the Senate on Mr. Choate's letter of resignation, and I wish to add a word or two concerning some observations that were made by Mr. Pearce and Mr. Mason in that discussion. Both of these gentlemen, while disclaiming all design of imputing such a purpose to Mr. Choate, have declared their belief that somebody is aiming to "get hold of the fund"; and the latter Senator has distinctly imputed such a purpose to the "book-makers", among others, and especially to those of the Northern & Eastern States. I do not know who the "book-makers" of a country can be, unless they are its authors - that class of men & women who, by intellectual labor and intellectual production of all kinds, increase both the knowledge and the wealth of the community. So far as my knowledge of the sentiments

or wishes of this class of persons extends -
and it is not inconsiderable - I know
of no purpose or desire to get hold of
the funds of the Smithsonian Institution.
And I may well ask what benefit,
that can properly be characterized as
a "job" - to use Mr. Mason's reiterated
expression - it would be to us, to have
a library in that institution. I have
acknowledged that it would be an
incidental benefit to us, and have
supposed that that benefit was clearly
the policy of the Act of Congress. But
do you not tax us for it, sufficiently
to relieve it from the odious character
of a "job"? I have always supposed
that a parliamentary "job" was a
transaction in which individuals
obtained the public money without
equivalent, or merit, or adequate
reason. How are the authors or "book-
makers" of this country to obtain this

fund in the way of a "job", or
even to obtain any benefit from it
except the incidental one, for
which they are taxed as a class to
the full extent of the benefit which
Congress intended to confer. If all
the books in all the libraries of Europe
were brought over here, that operation
would put no money in our pockets.

nor is there any just reason for ap-
prehending a job in favor of the book-
sellers, at home or abroad. If a large
library were to be formed in the Insti-
tution, it is to be presumed that the
Regents would have it done by some
person who understood his business;
in which case, no one, two, or twenty
booksellers would be likely to receive
orders that would give them large
sums of money. A great library is
to be formed, by first determining
what books it ought to contain; and
then by picking them up all over the
world, on the most favorable terms,

subjecting every dealer to competition
with every other dealer, on every book
that is wanted. The thing has been
done again & again in this way,
and it can be done as often as the
right sort of person proceeds in the
right way. Formed in this manner,
the Astor Library, of 80 000 volumes, and
one of the best working Libraries now in
the world, has been collected at very
moderate cost; - two-thirds of it costing
an average of one dollar per vol. and
no more.

I have been told, since I wrote this letter,
that you were the author of the provision
about which I have written to you. But I
do not know that there is anything that
I need to qualify, on that account. It
is a provision which any one might be
proud of having introduced into the scheme
embraced by the Act in question. I am
only sorry that its design can not be
realised.

G. J. Curtis

Amherst
Mass
Oshes

Private.

House of Reps. Illinois
Jan 21st / 55

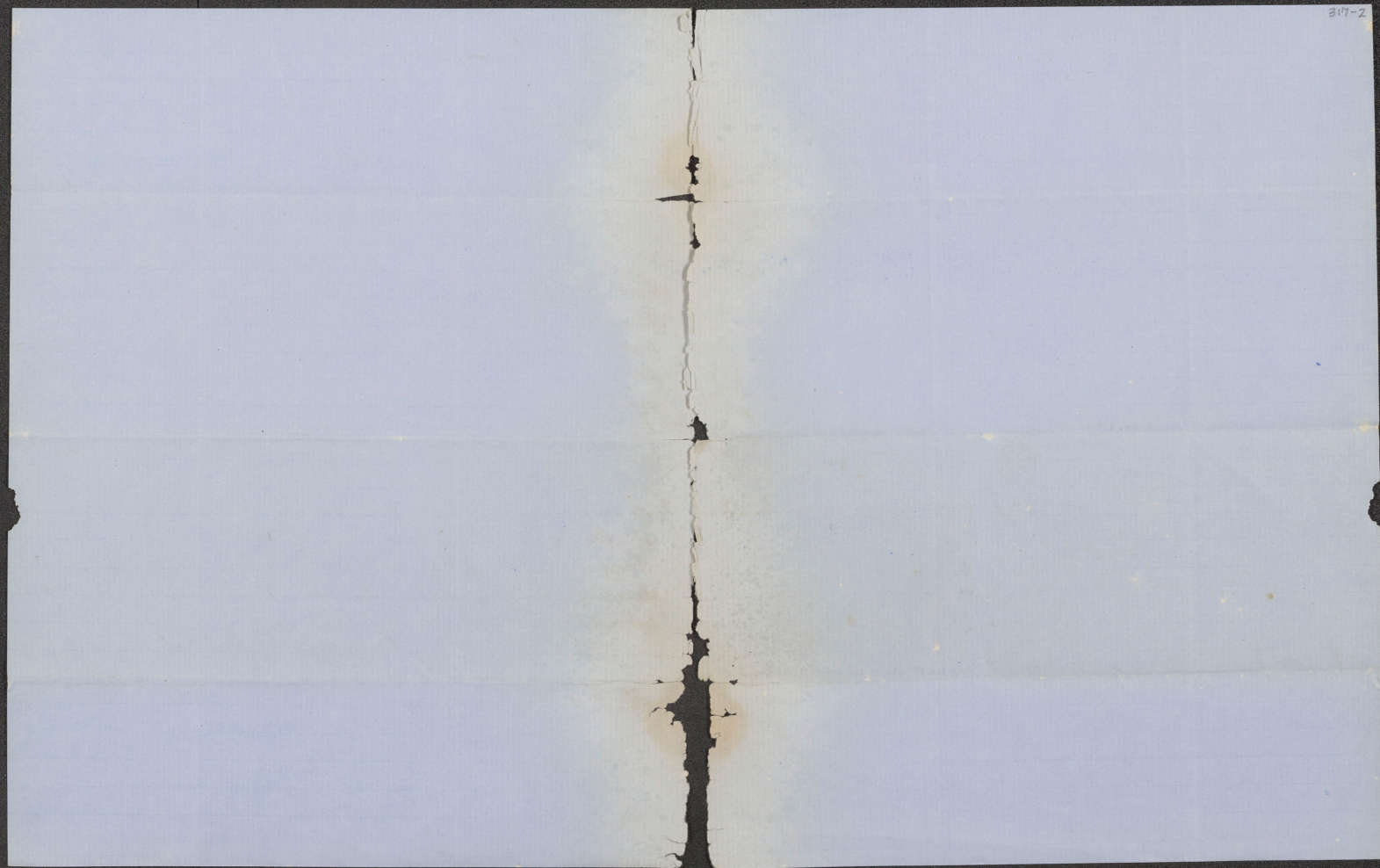
Dear Sir:

Of the various manoeuvres that I have been called to witness, the one by Judge Koerner caps the climax - This Gentleman who holds the Second Office in the gift of the Democracy so far forgot his position as a Democrat as to urge and even endeavor to negotiate for instructions by the present Legislature for a re-insolation of the Missouri Compromise, which if done he said to me would at once secure the election of General Shields to the United States Senate - Such is the metal of the little Duffekman, who, we are compelled to address as Governor - ~~By~~ this fact I deemed it my duty, as an humble friend to acquaint you -

Very Respectfully &c

G. D. Preston

Hon. S. A. Douglas,
U. S. Senate.



H. B. Preston

— " —



Springfield Jan 25 1855

Hon. S. A. Douglas

Your dispatch of the 21st is recd. I shall do all in my power
 to have our friends abide by the position they have taken. But I assure
 you that stronger efforts were never made for any man than are
 now being made for Matthews. He is a strong worker for any
 one when he starts - & stronger for himself than I suppose he
 could be - He is making up strength all the time. Shields can
 count but 43 votes certain - and his best probabilities count but
 45. If he can get another one I don't know where it is to
 come from - M can get nine votes, neither one of which do
 I suppose Shields can secure. At least M. counts that he & joins
 their names - & as far as I can learn, it is so. Many of our
 friends who were & I believe still are devoted to Shields' reelection, say
 that they fear if they get into joint ticket, & they adhere to Shields
 with unyielding pertinacity - that these nine votes - or enough of
 them to decide the matter will go to Summell and elect him.
 Summell - Lincoln - Lyons, Hollister & others are in. Daily council
 & our friends among their belief there is a perfect under-
 standing - to concentrate our lines, before any adjournment of the
 convention if they once get in - In this state of things runs
 the important considerations before us - & the great responsibility
 involved - M tells all of them, that he will be with you
 & for you from beginning to end - That postponement, will be
 a distinction on our side & union & success on the other.
 Hence are already arising, divisions of opinion as to the best
 line of policy - & that too among you & Shields best friends - //

Ben McConnell, Longin. and others, whom I know to be true
men are in trouble. Col More is firm as a rock & has with
him those of like feeling.

My plan is this. As the convention is fixed for the
31st I want the senate to adjourn from the 30th over to the
1st of Feb. That exhausts the first resolution - and the thing
must be recommenced - & if we can start it off there - we
can probably keep it off until the day of adjournment.
This avoids all bolting & all disorganization. I have
kept this quiet but will spring it at the proper moment
& will have Col More & a strong force to advocate it -
I think we can get Munroe for it & if so we can carry it
and make all safe.

Every body here is anxious for a division of Illinois
into two U.S. judicial districts - Drummond court is
sneaking up all the litigation of the state by the peculiar
cast of his decisions in favor of certain interests - His
court has been in session for near two months -
I am told he has now business enough to let him
them months longer - The whole Military tract - Whig
& Democrats want to get rid of him - & while it
would be an act required by the necessities of business,
it would be a popular move for you to make - Perine
wants to come in the Southern District - This done &
a good judge, attorney, clerk & man of all kinds will
us greatly in the state.

Ben McConnell

Phil D. Harris

Thos L. Harris

— " —
✓

