

Ashland, Kentucky,
January 20, 1910.

Mr. William Cotter,
President, C.H. & D.Ry.Co.,
Cincinnati, Ohio.

Dear Sir:

In re: Ashland-Ironton Bridge:

The inbound tonnage to Ashland and Ironton consists, primarily, of raw material for the furnaces and mills; and such general freight, of a commercial nature, as is demanded by manufacturing cities of their population. The outbound tonnage is mostly made up of manufactured products, pig iron, sheet steel, nails, wire, steel billets, lumber, and the other products of the plants at these places. Practically all the ore and a large part of the limestone is shipped from Northern points, the ore from the Lakes, the limestone from points in Ohio.

I append hereto a partial list of shipping points from the Ashland plants. I have no such list from Ironton, but assume it would be, in the main, very similar, the products shipped from the two places being of a similar nature.

I append hereto, two letters from the Hon. A. R. Johnson, member of Congress, whose home is at Ironton, and who, I understand, is the local counsel of the C H & D R R. One of these letters pertains to an extension of your road from Gallia to Huntington and from same point to Ironton; the other relates to a bridge across the Ohio River between Ashland and Ironton. I am not personally cognizant of the relative attractiveness of the two routes, but Mr. Johnson ought to be and doubtless is. I am authorized by him to state that, in his opinion,