the company as the road progresses; making, therefore, a present available capital to that company, with which to begin the work, of near $2,500,000. On the 3d of November last the work was commenced, and the first spadefull of earth was thrown up by the president of that road. The other road—the road commencing at the city of St. Louis—has made greater progress than the Hannibal road. It was commenced on the fourth of July last. It has a capital, as I am informed by the Secretary of the Board of Directors, amounting to $1,552,200 by private subscription and the subscription of the city of St. Louis and the counties upon the line of the road. It has also the credit of the State, in the shape of its bonds, for $1,500,000, with the understanding that when individual subscription shall have raised the amount of stock to $2,000,000, the bonds of the State to a like amount shall be issued by the Governor of the State, making an available capital of $4,000,000 with which to commence the work. Near forty miles of the work is under contract, and I have been advised, since I have been in the city, by the secretary of the Board of Directors, that by the 4th of July next, the cars will be running upon that road, and that by the 1st of January, 1853, the whole forty miles will be completed. The length of that road is about two hundred and eighty miles in a direct line; but as I remarked with regard to the other road, the engineer upon that road reports it will be about three hundred miles in length according to the survey of the route, at a cost of $20,000 per mile, making the aggregate cost of the road to put it in condition for running cars upon it, $6,000,000; and of that amount we have an available capital of $4,000,000, or two-thirds of the whole sum.—And now Missouri comes to this house, to this Congress, and asks that a portion of that great domain which lies within the limits of the State of Missouri—of that domain which is to be benefited, as I hope to be able to show by the construction of these roads, shall be granted to aid us in the construction of these great works of improvement. The territorial possessions of this Government, embracing the lands ceded by some of the old States, the lands acquired by the purchase of Louisiana and Florida, and by the treaty of Guadalupe Hidalgo, constitute a domain such as has fallen to no other Government or people of ancient or modern times. But here, sir, I speak not alone of the vastness of its extent, but I speak of the fertility and exuberance of its soil; I speak of the salubrity of its climate; I speak of the richness, the variety, and extent of its mineral productions; I speak of the great length of its rivers, as indicating the vast extent of that domain—a domain which embraces an area of 1,584,000,000 of acres, as appears by the report of the Commissioner of the General Land Office. And out of this 1,584,000,000 of acres, there has only been sold by this Government the amount of 146,000,000 of acres, leaving of consequence more than 1,400,000,000 of acres still the property of this Government. I know that gentlemen of the Eastern States who have never visited the great valley of the Mississippi, can, by looking at the map before them, form a very inadequate conception of the vastness of the extent of that mighty valley.

I remember an anecdote, which is related by a very distinguished divine in the State of Kentucky, I believe a very near relative of an honorable member upon this floor, which is illustrative of the idea I have advanced. That gentleman traveled a few years ago over the continent of Europe and through England; and while passing through the latter country, he was thrown into a coach with an Englishman, who was descanting largely upon the mighty resources of his sea-bound isle, of the vast extent of his rivers, and of the great advantages and facilities which they enjoyed for inland navigation. The reverend gentleman listened to him for a while, as you may well suppose, with a smile mantling his cheek; and after John Bull had exhausted all his eulogies upon his own land, the reverend gentleman told him of the length of the Ohio; he told him of the length of the mighty Mississippi; of the length of the turbid Missouri; and he told him that these were the stems of mighty rivers with branches larger than all the streams of England. And, as you may suppose, the eyes and mouth of John Bull indicated his hesitation to believe the story which was told by the American gentleman; and, as the gentleman says, he believed that he was attempting to quiz him with a Munchausen story, and actually cut his acquaintance. I know that gentlemen from the East, who look upon the map of the country, cannot realize what it is—what that valley possesses—what it contains—until they have measured it by trips upon our steamboats from the city of Pittsburg to the great city of New Orleans, a distance of more than two thousand miles. Then, sir, let them ascend that noble river to the mouth of the Missouri, more than twelve hundred miles; and then let them, if you please, go eight hundred miles further, to Council Bluffs; and then let them ascend on and on for twelve hundred miles further, until they reach the mouth of the Yellow Stone. Then only can gentlemen appreciate the vast extent of the domain belonging to this Government.

Perhaps, Mr. Speaker, the conceptions of northern gentlemen who have never visited the West, with regard to its extent, will be rendered more distinct by a comparison of the area of one State of the number of those which fill up that great valley. Take, if you please, my own State, Missouri, and compare her area and extent with the six New England States:

Area of square miles in Missouri,	67,380
Maine,	35,000
Vermont,	8,000
New Hampshire,	8,030
Massachusetts,	7,250
Rhode Island,	1,200
Connecticut,	4,750
	64,230
Excess in Missouri over New England of	3,150

Almost enough left to make another State as large as Connecticut, and more than enough for two like Rhode Island.

Well, Mr. Speaker, gentlemen may ask, what of this? I ask gentlemen, who say that there is a disposition to squander the public lands, to look at this fact in connection with another.—Here we have a domain of more than 1,400,000,000 of acres, of which there have been more than 146,000,000 of acres sold. And how much, think you, Mr. Speaker, of all this vast domain has been granted to the new States for works of internal improvement? I gather the facts from the report of the Commissioner of the General Land Office of 1849; and of this vast amount of the public domain, owned by this Government, of more than 1,400,000,000 of acres, only 11,061,859 acres have been donated to the States in the Mississippi valley for works of internal improvement.

And how does the matter stand as between those States who have been the recipients of this bounty? Illinois has received 2,746,000 acres, Ohio 1,243,000 acres, Indiana 1,609,861 acres, Mississippi 1,049,120 acres, and Alabama 730,000 acres; the younger sister, Iowa, has received 825,078 acres and Wisconsin 853,400 acres, while the other States of Missouri, Louisiana, Michigan, and Florida, have each received but 500,000 acres. I hope that Western gentlemen will not imitate the example of one of the honorable members from the State of Ohio, [Mr. Sweetser,] who addressed the committee of this house at an early period of the session—a gentleman who represents one of the older sisters of the new States—a State which has received more than a million of acres, and which has but little of the public domain left in her boundaries; and yet that gentleman appeals to the House to do justice to the older States by dividing the land equally among all. However well this may come from gentlemen of the older States, it comes with a bad grace from the Representative of a State which has received more than double the amount that some of her younger sisters have received—which has received it for the purpose of internal improvement, and after these younger States have aided her in procuring the grant. I am happy to know that it is not the spirit of gentlemen of the West, and I hope it is not the spirit of gentlemen from the East.

I have spoken, Mr. Speaker, somewhat of of the vastness of the extent of the Mississippi Valley. Let me come down to a point in which I feel deeper interest, and speak of the vastness of the extent of my own State, as one of the number in that great valley, and of the little that has been done for her by this Government.

Look at Missouri; she has been for thirty years a member of this Confederacy, and during that period has received but 500,000 acres of land for works of internal improvement; and yet, what is the amount of land within her limits? More than 43,000,000 of acres, of which there has been sold only about 12,000,000 or 13,000,000 of acres, leaving near 30,000,000 of acres unsold within her borders. I ask you to compare it, gentlemen of New York, with your own State. Here we have a public domain within the limits of our State amounting to more than 29,000,000 of acres which does not yield one cent of revenue to our State government—an area almost equal to the whole State of New York, which has but 29,400,000 acres of land. I ask you, gentlemen of New York—I ask you, gentlemen of Pennsylvania, how can you expect us, when there is less than 12,000,000 of acres of land in our State subject to taxation, and more than 29,000,000 of acres which is not subject to taxation—an amount greater in area than the whole of your State—to make such works as are projected and commenced, and such as are needed, through the public domain? You may be prepared to ask me why we do not follow the example of New York and Pennsylvania, and make these works, if needed, out of our own resources? I answer the interrogatory thus: You have no public domain not subject to taxation, but every acre of land within your States, I presume, may be made tributary to every road projected within your limits. Not so with Missouri. She has but 12,000,000 of acres subject to taxation, while there are 29,000,000 of acres which she cannot touch, because it is the property of the General Government. Can you expect us, under such disadvantageous circumstances, to make roads through the domain, when we have but 12,000,000 of acres out of 43,000,000 which yield us any revenue?

I beg gentlemen to remember this further fact that every State and county road in the limits of Missouri has been made by the citizens of our State. They have marked out and surveyed not only the roads which pass before their own doors and through their farms but those across those vast, untenanted, and uninhabited prairies of the West, and where the wilderness intervenes they have cut them, I might say, almost unaided by the General Government, from which we have only received, under the compact between Missouri and the General Government, three per cent. of the net proceeds of the sales of lands, within the limits of the State of Missouri—three per cent. of the net proceeds upon the sale of 12,000,000 of acres. All our roads have been opened—all our bridges have been erected, and yet the General Government has never contributed anything save the three per cent., which I have mentioned, and the 500,000 acres of land which were donated a few years since.

I beg, in this connection, to quote from a speech of one of South Carolina's most gifted sons, in a debate in the Senate of the United States, which for loftiness of eloquence, for strength of argument, and pungency of satire, has never been surpassed in the British Parliament in the days of Fox, of Pitt, and of Burke. I beg leave to read the extract, in connection with the remarks which I am now making:

"I can easily conceive that it may be extremely inconvenient, nay, highly injurious to a State to have immense bodies of lands within her chartered limits, locked up from sale or settlement, withdrawn from the power of taxation, and contributing in no respect to her wealth or prosperity."

I ask, does not this state of things actually existing in the State of Missouri, present strong claims upon the Government for the adoption of a liberal policy towards that State? We claim as an act of justice to us the aid of this Government in constructing these roads over vast tracts of the public domain, which are locked up from sale, and which yield to Missouri no revenue. Without a grant from the General Government, the great proprietor who is to be greatly benefited by the construction of these roads, we cannot complete them. We have not in the interior of our State many large capitalists, retired gentlemen whose fortunes are made, and who are anxiously seeking investments, but, sir, we have a hardy, enterprising people, men of small fortunes, who are dependent upon the incomes from their flocks and herds, and the produce of their fields, for the support of their families. These are not the men who can be expected to build up these roads, which pass over such vast extent of wild lands belonging to the General Government; although sir, they have stepped forward, and, with a liberality which does them honor, have aided in pushing on these great works. I have said this was no new experiment of doubtful policy, but that it is one which has been tested, and comes to us with the force of complete success. Here I beg leave to refer to some facts in the legislation of the country which bear me out in the assertion I have made. The first grant made by this Government was in 1828, to the State of Ohio, for the construction of a road from the lower rapids of the Miami river to the western boundary of the Connecticut Western Reserve—a grant of one hundred and twenty feet wide for the road, and one mile on each side, to aid in its construction. Next, the grant of forty-nine sections to Ohio, in 1828, to aid the Sandusky and Columbus Turnpike Company in making a road. In 1828, I believe, if I am not mistaken, the first grant was made in which the alternate sections reserved to the Government were sold at the price of $2 50 per acre, and this is in the grant to Ohio for extending the Miami canal from Dayton to Lake Erie. So in 1828, a grant was made to a company in Florida of every alternate section of land for the construction of a road from Tallehassee to St. Marks.

The bill which has been reported by the chairman of the Committee on Public Lands provides for a grant of every alternate section of land—I believe even sections—about the width of six miles on each side, and running the length of these two roads. The bill also provides that the alternate sections which have been reserved to the United States shall be sold at not less than $2 50 per acre. I desire here to answer an objection urged by some gentlemen, and that is, that as the old States are equally interested in the public lands with the new, that therefore these grants should not be made to them. Let us examine this objection, and see whether or not the old States are benefited by grants such as are proposed by this bill. Under the present system the lands are offered in market for sale at a fixed price. The Government is the proprietor, and holds the land for the ultimate benefit of all the States; but so long as they remain unsold, they are of no profit to any of the States, and are a dead weight upon the States within which they lie, for they are not subject to taxation, and consequently yield no revenue to the States; they do not sell, and consequently yield nothing to the General Government. In this condition of things one of the States proposes to the Government, that if its aid is extended in the construction of a rail-road by a grant of a part of this unsaleable land, that she will construct a road that will at once give value to these refuse lands. The proposition goes further; it is, that the refuse lands will not only be made available, but that those lands which before would not sell for $1 25 per acre, shall be advanced to $2 50 per acre. The State also proposes that she will transport all the troops, all the munitions of war, and all the supplies for your Army, all the annuities for your Indian tribes, over the road she proposes to make, without one cent of cost to the Government. And further than this, the State proposes that she will carry the United States mail over the road for whatever sum Congress may agree to pay for this service. Now, sir, let me ask gentlemen of the old States whether, as land holders, they are not greatly gainers by the grant? It is at least certain that they lose nothing.

There is one fact, which I think the history of the settlement of the western States fully sustains; and that is, that those lands are always most eagerly sought for, where there is not too great disparity in the fertility of the soil, which are contiguous to our great navigable streams. The reason is obvious: it is because of the facilities which those streams afford for the transportation of produce; and the emigrant will often select inferior lands near to those great thoroughfares, in preference to those of more beauty and greater fertility, but which are more remote. Hence, the refuse lands are most usually found in the interior parts of the State, remote from the navigable streams.

It will be found by a reference to the facts to which I will call the attention of this House, that they fully prove and sustain the position I have taken. In thirty-two counties lying upon the Missouri and Mississippi rivers, as is shown by the late census report, there are 1,762,222 acres of improved land, while in the other sixty-eight counties of the State—almost double the number—there are 1,149,200 acres of improved land, making 613,000 acres less of improved land in sixty-eight counties remote from the Missouri and Mississippi rivers, than in the thirty two counties which lie upon those streams. Now, I presume this state of facts will be found to exist in every State of the West. Those lands are first sought after which lie upon the great rivers. I ask you, if you make a canal—if you make a road or highway where nature has furnished no advantages, will not the result be inevitably the same, and the land upon the line of those roads and canals be as eagerly sought after, as lands lying upon the Missouri and Mississippi rivers?

I beg leave to refer to some other statistics which I have gathered from the report of the Superintendent of the Census. While Missouri is only the thirteenth State in point of population, and the fourteenth in quantity of improved land, she is the tenth State in value of live stock, the eighth in value of manufactures, the sixth State in quantity of corn, the fifth in the number of pounds of tobacco. She is the second State in the production of dew-rotted hemp, and the first State in the Union in the production of water-rotted hemp. The fact to which I desire to call the attention of the House, and prove the position I have assumed, is, that where there are thoroughfares and highways opened, either by nature or by art, the lands will be in greater demand, and people will select and settle upon them. Take the case of the article of tobacco. The whole amount of tobacco raised in the State of Missouri in 1850 was a little upwards of seventeen millions of pounds, and of this amount, more than twelve millions was raised in twenty counties on the Missouri and Mississippi rivers. Out of one hundred counties twenty counties produced more than two-thirds of the whole amount of this great staple. And why? Not because those lands on the Missouri and Mississippi are better adapted to the growth of this article, but because of the want of facilities for the transportation of the article from the interior counties of the State to our great rivers.

Take another article—that of dew-rotted hemp, one of the great staples of that State, and that in which Missouri stands second of all the States in the Union. In the one hundred counties comprising the whole number of counties, there is produced a little over seventeen thousand tons. Of this quantity there are fifteen thousand five hundred tons produced in twenty counties upon the Missouri and Mississippi rivers, while in eighty counties off those rivers there are but one thousand five hundred tons produced. I appeal to gentlemen upon this floor, and ask them, what would have been the effect in the extension of trade and commerce of the West, had thoroughfares been opened through these counties in the interior part of my State, and had they possessed the same facilities for transportation of produce as the counties lying upon the Missouri and Mississippi rivers? I ask you, how vastly would this amount of trade and commerce have been augmented.—The whole amount of commerce floated upon our western rivers for the year 1850 has been estimated at $220,000,000—nearly double our foreign commerce. With the foregoing facts in relation to the amounts of production in my own State in counties lying upon the Missouri and Mississippi rivers, what, I may ask, would have been the vastly increased amount of that commerce, had the great railroads of the West which have been projected and in process of construction been completed?

I see that my time is rapidly passing away, and I must hurry over many points which I would be glad, under other circumstances to present to this House, were I not limited by the rules. Here I might pause, and ask my friends around me from the thirteen old States of the Union, whether they will not step forward and aid their younger sister in the development of her vast and inexhaustible resources? The West has aided you in appropriations for light-houses, beacons, fortifications &c., which, aside from the great advantages to the commerce of those States, afford an additional advantage to those sections of the nation wherein they are expended, by the circulation of large sums of money, amounting to many millions, among the people of those districts of country. The new States do not reap the direct advantages and blessings of such appropriations and expenditures, and it is alone by grants or appropriations of lands for internal improvement, that Congress can equalize the public benefits of the country; yet the West does not support the appropriations for your Atlantic seaboard grudgingly, but, as a part of this great Union, interested in the prosperity of every other, she lends it her cordial support. I may say that it is our produce that enters into the commerce which swells the sails of your merchant vessels.

Gentlemen may ask what advantage will these roads be to the Eastern States and to the commercial marine of those States which lie upon our eastern seaboard? I ask you gentlemen, what is it that contributes to your commercial marine? Is it not the productions of our soil—our hemp, our tobacco, and other products of the West and South, together with the manufactures of your own workshops? Do you not, as you increase the facilities of transportation from the West, increase the commercial business of the East; and swell the commerce of your country, inland and abroad? As well sir, might you expect that noble bird which is represented above you to spread its wings for flight when the barbed arrow has drawn the life's blood from its body, as to see the white sails of your merchantmen extended for foreign ports unless their ample and capacious holds were filled with the productions of the soil, or with the manufactures of your own workshops. These products and manufactures form the life-blood of your trade and commerce, and these great railways are the arteries which convey it with healthful bound to the extremities. If, then, you would extend your commerce and swell the amount of trade with foreign countries, extend to us the aid we ask in increasing our facilities for the transportation of our produce to your Eastern markets. We are connected with the South by those great rivers of which I have spoken, at least so far as the counties are concerned which lie upon those highways. But there are interior counties in our State which are denied the great advantages of inter-communication with the Southern States, because of the want of facilities for the transportation of produce from the homes of the farmers to the Mississippi or Missouri river.

Again, sir, I would ask, are not gentlemen of the manufacturing districts of our country interested in extending the productions of their workshops in the great valley of the Mississippi? Let them, then, sir, aid us by the extension of their railroads into our country, for our roads would be, when made, but links in that great chain of roads which commence in the Eastern States and penetrate the valley of the Mississippi. Already, sir, is there a continuous line of road from Pittsburgh to Cincinnati, and the great roads of New York will soon be in connection with the Cincinnati and Cleaveland road; and since I left Missouri, in November last, a contract has been consummated for the completion of the road from Cincinnati to St. Louis. Why stop there? Why shall your iron horse be checked in his career at the great Father of Waters? Let him stop, if you please, to slake his thirst in that noble stream, and then bound away, with swift and clattering foot, over our mountains of iron, our hills of coal, and our broad and beautiful prairies.—Let him bring to us the manufactures of your workshops, the beautiful fabrics of your looms for our wives and daughters, with all the varied forms of mechanism which your ingenuity has invented and your skill perfected. Let him bear yours to us, and we will return to you the rich produce of our fields—our hemp, our corn, our tobacco, whatever our soil produces or our mines will yield.

Have Eastern gentlemen no interest in all these things? Are they not interested in extending the demand and widening the market for their own fabrics, and increasing the supply of their wants? Every link which is added to the great chain of roads extending from the Atlantic States westward adds to the trade and commerce of those States.

Why, gentlemen, will you stop us? Do you say that the Mississippi shall bound the limits of your road, and that Missouri, Arkansas, Louisiana, and Mississippi shall not be penetrated by your railroads? In what have we sinned, that we are not entitled to the same justice which has been meted out to other States, possessing, as we believe, no higher claim than we do?

I beg leave to call the attention of gentlemen from New York to a remark which was made by a distinguished statesman of that State more than twenty years ago, and it is a remark which the subsequent history of this country and the experience of the last ten years fully bears out as that of a far-sighted statesman. His remark was that every link which is added to the great chain of roads extending from the Atlantic States westward, adds to the trade and commerce of those States, and that there could [illegible] improvement, however magn[illegible] small, whether a canal or a [illegible] constructed in every State, no[illegible] or west, which the State of N[illegible] not feel the [illegible] York would [illegible] of. I ask the gentleman from New York, has not the experience of the last ten years verified and sustained what was said by this distinguished man of your State more than twenty years ago? And will you, with the experience of the past before your eyes, when we come to you for a pittance like this—will you say that these railroads and means of communication shall not cross the Mississippi river.

But I pass on to another branch of this subject, and notice another objection which has been made by gentlemen who yield a reluctant support to these grants. The objection is this: The Government of the United States, it is said, is not a proprietor holding the soil and obtaining enhanced prices by reason of improvements growing out of settlement and population; it asks but one price from the beginning to the end of the transaction, and that price does but little more than cover the expense of the management and sale of the lands. It is true that the Government does not ask an advanced price for its lands; but is it not virtually an enhancement of the price, if lands which have been in the market for years, when a railroad is projected through them, are sold for $2 50 an acre, or even for $1 25? Is it not, in other words, making that available which before was totally unavailable to this Government for revenue, and unavailable to the State for the same purpose?

But it is said that the price of these lands does but little more than pay the expense of management and sale. Why is this? I ask you, gentlemen, to reflect on these facts, and you have the answer to the question. Why is it that these lands do not defray the expenses of management and sale? Because you have to keep open land offices, as you have done in Missouri for the last thirty years, as long as the lands in the State are unsaleable and unavailable. But if you project railroads through those lands they will command a sale, and your land offices may be shut, and your registers and receivers may be dismissed, and this vast expense saved to the Government.

But I pass to another part of the subject. I desire gentlemen upon this floor to remember, that while one end of these railroads unites with the great highways which have been projected from the Atlantic seaboard, have penetrated the Alleghanies, and are now traversing the Valley of the Mississippi, the other end of both of these roads rests upon your frontier immediately adjoining your Indian possessions. I beg you to remember the policy of this Government in planting those Indian tribes upon our western frontier. They are scattered along opposite Missouri, Arkansas, and Iowa. It has been your policy to place them there; but in the progress of the age and of this Government, the position of the Indian has become like that of the "Scorpion girt by fire." He sees the white man is east of him and at his heels—that he has bounded away beyond him, and now busy thousands tread the shores of the Pacific west of him. He sees his hunting-ground invaded by the white man. He sees that the elk, the antelope, and the buffalo, are fast receding from his prairies. And let us prepare, lest at some moment when we least expect it, the war-whoop may be ringing in our ears, and these Indian tribes, goaded to madness, may come upon us, upon our defenceless frontier, and compel our hardy frontiermen to defend with their rifles their firesides and homes from attack. As it was deemed the wisest policy to plant these tribes upon the frontier west of the Mississippi, is it not the policy of the Government to prepare for defence against any irruption of those tribes, when it can be done, without the necessity of garrisoning large bodies troops upon our western borders?

Mr. Speaker, this Government has heretofore annually expended large sums of money for the transportation of supplies for Indians, and for our troops. By the treaty with Mexico, it is our duty to protect her from the depredations of the Indians within our own borders, and by the acquisition of California and New Mexico, troops have been required along the routes to those possessions west of the Missouri. Since we are forming new treaties with the wild Indian tribes of the plains and mountains west of us, of course, the amount of property of the Government in supplies, annuities, and munitions of war, must be increased, and with that an increase of expenditure. But, sir, aid in constructing those roads, and that expenditure will be saved. Again, sir, much will be gained to the Government in the entire security with which that property may be trasported. Heretofore those supplies have been carried up the Missouri river at a heavy cost to the Government, and with great peril and hazard of total loss, from the dangers of navigation in that turbid stream.

Mr. Speaker, I find I have but a few minutes of my time left, and therefore will hasten to a conclusion. It has been said, and I think truthfully, by one of our modern historians, that of all inventions, the printing press and alphabet alone excepted, those inventions which abridge distances have done most for the civilization of our species. Every improvement of the means of locomotion benefits mankind morally and intellectually, as well as materially, and not only facilitates the interchange of the various productions of nature and art, but tends to remove national and provincial antipathies, and to bind together all the branches of the human family.

Sir, these advantages are not to be lightly esteemed by a people or a Government occupying so wide an extent of country as ours, and where sectional interests too often engender prejudices that lead to alienation of feeling among those who should dwell together with fraternal affection, sympathize with each other in sorrow, and rejoice with each other in prosperity.

We all know, sir, how great were the fears entertained by many of our best citizens and most enlightened and purest statesmen, lest the acquisition of additional territory and the extension of our limits should result in the dismemberment of our glorious Union, and that it would fall to pieces from its own weight. But, sir there is much to relieve those fears and gloomy forebodings of ill. The invention of the steam-engine, and its application, as a motive power upon the oceans, upon our rivers and lakes, and the great highways which we are opening through our mountains and hills, and which are traversing our beautiful savannahs and broad and fertile prairies, and over which the car of commerce, freighted with the richest productions of our fields and workshops, is carried with a velocity which outstrips the wind by the iron horse whose foot never wearies and whose strength never fails. This invention has contributed much to dissipate those fears and strengthen our hopes. By this wonderful discovery, (for truly sir, it seems that the steam-[illegible] cease to be a wonder[illegible] &c. [illegible] North and [illegible] daily, those civilities [illegible] life and give it half its charms. But, sir, wonderful as are the results of the steam-engine, and happy as are its influences socially and politically, and however great its tendency to strengthen the bonds of our Union, another, if not greater discovery, exists, of more recent date, which promotes fraternal feeling, and thereby strengthens our hopes of the perpetuity of our free institutions. I refer to that beautiful invention by which the winged lightnings are made to obey our behests, and as faithful news-boys, daily and hourly to traverse their wiry track with messages of love, friendship, and affection from those who dwell upon the Atlantic to their brethren upon the western borders of Missouri.

The advantages resulting from associations and social intercourse, are happily illustrated in my own State. There we have the enterprising men of New England, bringing with them the habits and customs peculiar to the land of steady habits. There, the chivalrous and generous sons of Virginia, North Carolina, Tennessee, and other Southern States. There, the frugal, upright and industrious Pennsylvanian, each bringing with him his provincialism, and other peculiarities of his native State. These are settled over our State in the neighborhood of our own hardy and warm-hearted pioneers. At first, it may be, there is some formality in the first efforts and advances towards social intercourse, but by degrees, pre-existing prejudices are worn off, many amiable and noble traits are now discovered, attachments are formed between families, all the offices of friendship and good neighborhood are performed with cheerfulness. The sons of New England lead to the altar the lovely daughters of the South; over all are thrown the ties of friendship and love, which bind us together in harmony, and while each looks back with fond delight to the home of his childhood—the one to the granite hills of his beloved New England, and the other to the verdant plains of the sunny South, yet here is their home, here they dwell in peace, lovers of the Union, attached to the institutions of their country, and ready in a moment to strike down the parricidal arm that would seek to destroy the fair fabric which their fathers have reared, and which shelters and protects them. Extend then, sir, your railroads; let them penetrate every State, thereby promote social intercourse, and bind together more closely the interests of our people; and though our territory extends from sea to sea, though States be multiplied until an hundred stars shall form the bright constellation, whose cheering light streams upon many a land, the hope of the oppressed and down-trodden who are struggling for freedom and independence, and the dread of the tyrants, who would quench that light and extinguish it forever,—yet, sir, this glorious Union would stand, a blessing to us, and a bright example to others. Let it be your policy to grant lands for works of improvement like ours. Let the Government pursue the even tenor of its way, content to secure the happiness of its people by wholesome laws wisely administered, holding out to every nation its own success, and the happiness and prosperity of its own people as a beacon-light, forming entangling alliances with none, but sympathizing with all in their struggles for freedom and independence, and it will have done more for the cause of free institutions than could be accomplished by the power of your Army and your Navy.

EPITOME OF FRENCH LIBERTY.—Universal suffering, and vote by bullet.—[Punch.

Married,

At the residence of Rev. Louis Duncan, in Lincoln county, Mo., on the 2d inst, by the Rev. James F. Smith, Mr. RICHARD A. STONE, of Marion county, to Miss SARAH C. DUNCAN.

DIED,

On Sunday, 7th, inst., HENRY CALDWELL, aged about 17 years.

DENTAL CARD.

IMPROVEMENT IN ARTISTIC DENTISTRY.

G. GRANVILLE SAMUEL, M. D. D. D. S.,

DESIRES to inform the citizens of Hannibal and country generally that he has recently purchased a late and valuable improvement in the dental art, which enables him to insert *plate* teeth in a style superior to any in northern Missouri, (he being the only dentist in this section who is in possession of said im-

5. That this road can be made, will be made, and shall be made; we therefore call upon the farming community to look to their interest and lend a willing shoulder to the wheel.

6. That we want few committees and a heap of work, a little talk and a good deal of money, and we say to our friends, "go ahead—all right."

Upon motion, the meeting adjourned *sine die.*

CLEMENT PIERCEALL, President.

GEO. W. PRIEST, Sec'y.

From the Dollar Newspaper—Philada.

Corn Culture.

Perhaps the few hints herein submitted may prove acceptable to your "farmer" readers. They have reference to the cultivation of corn. Great diversity exists in the minds of farmers, in regard to the cultivation of this most important crop. The best plan to be pursued upon rich soil, and with a view to a large harvest, I conceive to be the following:—After the preliminary preparation of the ground, mark out two rows together, say two or three inches apart, and let there be a space of four feet on the inside one of each of these double rows. Plant each single row in such a manner that the hills will be three feet apart, and each hill contain but two stalks; arrange the hills so that those on the second row shall come in the intervals left between those of the first, thus leaving a space of three feet between, as in the row first planted. As soon as the grain is sufficiently large, it should be ploughed "from and to," and the earth drawn around the hill so as to completely cover up the grass, &c., and thus prevent its growth. For a few days the ground should be gone over with a cultivator, perhaps twice or more, and then, after an interval of ten days or two weeks, again ploughed and hoed. This process, regularly followed up until there is no more danger from weeds and grass, or the hardening of the ground, together with proper attention to the removal of suckers, cannot fail to ensure a good harvest. The ground will not, in ordinary cases, require more than one or two good hoeings. R. L.

Cumberland County, N. J., 1852.

Backing out of a Position.

The Springfield Republican tells a story of a somewhat eccentric lawyer, who being engaged in defending a hard case, and not being altogether pleased with the rulings of the presiding

THE subscriber would return his thanks to his friends and the public generally, for the liberal patronage heretofore extended to him, and trusts to merit a continuance of their favor by care and promptness in filling all orders for articles in his line of business. West main, between hill and bird streets, Hannibal.
nov27-'51 D. J. GARTH.

A WORD TO THE WISE.

THE subscriber takes pleasure in informing his friends and customers that he has on hand and will keep a full assortment of

COOK AND HEATING STOVES,

which are unsurpassed by any made east or west, for beauty in finish, economy in fuel, and perfection in operation.

For the coming season, we will have new patterns for cook and heating stoves, one of which will be a LARGE OVEN COOK, upon a new design and principle, which is expected to excel anything now made, also a new PARLOR, entirely of a new design. The manufacturer of these stoves spares no expense to make his work perfect in every respect, and whenever improvements are necessary, they will be adopted.

From the further reduction we have made in our prices, the superiority of workmanship, and the perfect satisfaction they have given wherever [illegible] are confident our stoves are both a cheaper a[illegible] article than can be had at any other house i[illegible].

Don't forget the place, ST. LOUIS STO[illegible]TORE, 2 doors north of the Brady house, Main St., Hannibal.

N. B. All our stoves are manufactured of Missouri Mountain Iron, and we warrant them for one year.
mar4'52-tf CART[illegible] W. BEVAN.

SADDLERY and hardware, an assortment for sale very cheap by ap3y T. R. S[illegible]