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As we took up the line of march with all the paraphernalia of a surveying party, camp equipage, &c., Summer was sinking gently away into the arms of Autumn. The ancient forests had partly doffed their robes of green, and the "Titans of the wood" now stood arrayed in all the gorgeousness of autumnal drapery. The brilliant plumed paroquets were on the wing; the squirrel leaped from limb to limb in the tall hickory and cotton wood trees; herds of sleek and contented cattle browsed upon the verdure of the prairies whilst the red deer, collected in small bands, they rested on the heather, dreampt not of the hunter's skill. Now the sun shone out in all regal splendor, the next moment he would hide himself behind the fleecy clouds, which seem chasing each other through the heavens, while a gentle voice of singing went through the wild and tall prairie grass like a requium for the blighted foilage as it floated from the boughs. Such was the season when we started on our trip.

A few days diligent use of surveying instruments, whilst the camp hands employed themselves building rough bridges for us to cross various streams, sufficed to place us beyond reach of the Missouri river. Our course now through a region of unsurpassed fertility, wild and as yet but thinly settled, vast stretches of prairie land unbroken to the furrow; forests which knew not the stroke of the woodman's axe; streams which scorned the restraint of bridge or dam. Here and there a log-house reared its humble and unpretending front, owner some sturdy pioneer more independent on this his "quarter section" than even an English baron in days of "Magna Charta." The days we spent in the field in use of our instruments, the nights we passed at camp, or at some neighboring cabin. The labors of the day over, field notes, calculations, &c., made out, a social ring would form around camp-fire, (the huge decayed tree which had been devoted to the flames,) and as the pipe went the rounds, (filling up our incense to the *God of Tobacco*) some joke or the story of border life passed from lip to lip.

Our sturdy chain-bearers from the wilds of Grand river—the heroes of many a bear match and deer hunt—would then fight over the battles of the fabled Mormon

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A FINE assortment of spring adn summer Bonne Ribbons; also, Satin and Mantua Ribbons for sale
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THE subscriber has now on hand and is daily receiving the largest and best assorted stock of GOODS, suitable for this market, ever brought to Northern Missouri. He returns his most sincere thanks for the untiring support he has always received, and no effort shall be wanting on his part to merit its continuance. T. R. SELMES.

Mr. Crockett's Address.

CONCLUDED.

If there be a single individual in this assemblage, who doubts the truth of my conclusions, he should embark upon the first steamboat, on a voyage to the Eastern States. Let him go through the sterile hills of New England, and see what exhaustless stores of wealth are drawn from their rugged sides; let him fly along the New York and Erie Railroad, as it winds its sinuous course around the tops of mountains, now overhanging a precipice, now stertching up a valley, now crossing a river, now rattling through a village, and finally terminating on the shore of the Atlantic, *in the heart of the great metropolis* of the Union. Let him mark, as he skims along at the rate of thirty miles an hour, the new villages that are growing up, and the new farms that are being opened; let him observe the varied and novel articles of commerce that are being transported—lumber from the tops of mountains—stone from the quarries in their sides—herds of cattle, horses, and hogs—milk and cheese from their dairies—turkeys and chickens from their poultry yards; in short, every thing that contributes to the comfort or luxury of man—let him observe these things with his own eyes, and my word for it, he will confess that, for the first time, he has learned to appreciate justly the value of railroad enterprise. There are certain things which to be properly appreciated, must be actually seen with the eye. Language is incompetent to portray them in their true colors. Of such are the Falls of Niagara, the Mammoth Cave of Kentucky, the vastness and sublimity of the ocean, the Alpine heights of Switzerland, and various other objects in the natural world. The pen of the poet, and the brush of the painter, are utterly impotent to convey to the mind any just conception of these sublime works of nature. The same remark in some degree is true of railroads. We may read glowing descriptions of them, and may listen to highly colored pictures of their marvelous results, but believe me, my friends, it is actual observation alone that can duly impress us with their vast importance. We must see them in all their minute details; must examine closely the powerful influences which they exert upon trade in all its ramifications; must actually follow after the "iron horse," as he speeds along in his swift career before we can fully realize, in its true magnitude, the vast importance of railroad improvement. I heard the President of your Company remak in debate at Jefferson City last Winter, that the State of Missouri could not do a wiser thing than to compel twenty thousand of its inhabitants to make a visit to the Eastern States, and travel over their railroads. I was forcibly struck with the remark at the time; but since then, I have myself traveled over these roads for the first time, and am now completely satisfied, by my own experience, that the remark was dictated by profound wisdom. It needs only that the people should he made to see in their own persons, the practical workings of railroads, to render them as enthusiastic advocates of such enterprises as I confess myself to be.

But if railroads have wrought these marvelous changes in New England and other sterile regions, how magical must be their results in such a State as ours, where nature has spread out broad and beautiful savannahs, reared up majestic forests, concealed rich mineral treasures beneath the surface, and has crowned the whole with a temperate and salubrious climate?

Thus far I have spoken of railroads, as they affect the physical condition of society, its commerce, literature, and morals. I have treated of them, as they affect the interests of individual citizens, and promote the general good of the whole. But, in this country, there is a wider, higher, nobier sense in which they deserve to be considered. There is a political aspect, in which they claim the especial consideration of the statesman and political economist.

In the United States, we are in the midst of a grand experiment; we are testing, for the first time, under auspicious circumstances, man's capacity for self-government. Discarding the dogmas of European politicians, we have struck out a new path in the science of government. Under our federative system, and with our immense territory, embracing every variety of soil and climate, it was but natural to expect that there would be diversified and apparently hostile interests to reconcile. It could scarcely have been anticipated, that the cotton and sugar planters of the South, the manufacturers of the North, and the farmers of the West, would rally under the protection of the same National flag, without occasional jealousies and heartburnings, growing out of supposed conflicts of interests.

Unfortunately, these anticipations have, to some extent, been realized. We have witnessed in our national legislature angry disputes, violent declamation, and even ill-timed threats to dissolve the Union. We have seen schemes agitated at the North, tending to inflame the jealousy of the South; whilst at the South we have witnessed a deliberate, concerted effort by certain politicians, to dissolve the Union. Many eminent statesmen of both the great political parties of the country, with a view to quiet this agitation and restore peace and concord, have secured the adoption of a series of measures, known as the compromise measures. In my judgment, these measures were dictated by profound wisdom and patriotism. Being in truth what they purport to be, founded upon a fair and reasonable compromise of conflicting opinions, they are not only entitled to be respected as such, but as we value the country and the integrity of the Union, it is the duty of every patriot to insist upon a full and faithful adherence to them. I trust that in all our approaching political contests, a rigid adherence to, and a faithful execution of these measures, will be deemed a cardinal principle with both the great political parties. But whilst these measures will, in a great degree, quiet present agitation, it is the railroads to which we must look at last as affording a guaranty of paramount tranquillity. It is by railroads, that we are to hold the Union together in bonds of fraternal affection and reciprocal interests. The time is not far distant when you will be able to travel from St. Joseph, on the Indian frontier, to Boston, the heart of New England, or from New Orleans, on the Gulf, to New York on the Atlantic, in the space of three days. Nor, I hope, is the day very far remote when the costly fabrics of the East Indies and the Gold of California will be conveyed from the El Dorado of the Pacific to St. Louis, the metropolis of the West, in the short space of five or six days. The time has already arrived when the cities of the East are reaching out their iron arms towards the West and South, to grasp the rich trade of those productive regions. When these railroads are completed, the different and most remote sections of the Union will be brought into close juxta-position. The citizens of the several States will thus become familiar with the habits, customs, domestic institutions and peculiar tastes of the citizens of other States. They will quickly establish social and commercial relations with each other, which will not only bind together by the ties of a common interest, but which will effectually exterminate the sectional jealousies and unfounded prejudices, which now unhappily exist.

When the Massachusetts abolitionist can reach Hannibal or St. Louis in three days from Boston, he will doubtless be tempted to pay us a visit, that he may behold with his own eyes, the working of that system of domestic servitude, of whose atrocities he has heard so much. He will come with his imagination filled with terrible pictures of fiendish cruelty on the part of the master, and unutterable anguish on the part of the slave. When he arrives, he will be profoundly astonished to find, that slaveholders, as intelligent, accomplished gentlemen, and as humane, and pious, christian men, will compare favorably with any other class of men, in any portion of the Union. He will perhaps be even more astonished to find, that the slaves themselves, instead of suffering the horrible cruelties of which he has heard so much, are in fact more happy and contended, better clothed and better fed, than the laboring population of any other country under heaven. If there be any such thing as a reasonable abolitionist, and if our visitor should happen to be of the class, he would return home with the conviction that he had been making himself extremely ridiculous, by his rampant fanaticism on a subject of which up to that time, he was profoundly ignorant. By means of this frequent intercourse, the mists of prejudice would be dispelled, mutual esteem and confidence would be engendered, new and closer relations of friendship and of business would be established, sectional lines would be abolished, and the Union of these States, in my humble judgment, would be made perpetual. With all the different sections of the country united by railroads, the Abolitionist of the North may rant and rave his heart's content, and the Nullifier of the South may put on his most grandiloquent airs, and bluster till he is tired of it. The whistle of the Steam Car would effectually drown the rant of the one and the bluster of the other, whilst it bore the stars and stripes in triumph from Maine to Texas. It is my firm conviction, therefore, that railroads, whilst they dispense wealth and comfort throughout the land; whilst they diffuse intelligence, encourage virtue, and foster science, perform also the noble office of binding these States together in perpetual bonds of fraternal esteem and common interests,

In view, therefore, of all these considerations, which address themselves not less to your patriotism than to your individual interests, you have the stongest possible motives to persevere steadfastly in the great work which you have so nobly commenced.

We of St. Louis have watched with profound interest the progress of your enterprise, and if any one of you has ever cherished the suspicion that we have looked with jealousy or even with indifference upon its success, I beg in the name of the people of St. Louis, to assure you that you have done them a great injustice. We are prosecuting, it is true, another but not a rival enterprise; on the contrary, the Pacific and Hannibal and St. Joseph Railroads are twin sisters, born of the same enlightened spirit of improvement, and owing their vitality chiefly to the same act of legislative benificence. They lie entirely within the same State, and will confer their blessings upon brethren of a common family; &, believing as we do, that our own highly favored city is destined for ever to remain the commercial emporium of Missouri, we think that whatever tends to increase the wealth, extend the commerce or foster the agriculture of any portion of the State, will redound to the advantage of St. Louis. We are, therefore, prompted by our own interest, if by no higher or nobler motive, to desire most earnestly the success of this great enterprise.

And my friends, it *will* succeed. Such energy and public spirit as you have exhibited in connexion with this work, have never yet failed to accomplish their designs, however difficult. be of good cheer, therefore. The time is not distant, when you will travel from Hannibal to St. Joseph in eight hours—when you will practically have realized the great benefits which I have feebly endeavored to depict—when Hannibal and St. Joseph will have grown to be large cities, numbering their many thousands of inhabiants—when wealth and population will pour into your beautiful prairies, with a rapidity which the most sanguine amongst you scarcely dream of—when these same prairies, now in a measure untenanted, save by the deer and the wolf, will be redolent of life, and vocal with the song of the husbandman—when the "iron horse," starting from St. Joseph for New York or Boston, will pause at Hannibal in his swift career, to slake his thirst from the father of rivers. All this you will witness, I trust, a few years hence; and then you may rejoice with an honest pride, as you reflect that you were amongst the first who aroused in Missouri a just conception of the value of such improvements; you may point, with a swelling heart, to the Hannibal and St. Joseph railroad as you exclaim, "Behold the fruits of my sagacity and public spirit."

MR. ANDERSON'S SPEECH.

From the *Republican*, we take the following report of THOS. L. ANDERSON'S remarks, on taking his seat as President of the late Convention;

Fellow-Citizens: You are doubtless as much surprised as I am at my being selected to preside over the deliberations of a convention so important as the present, and I am confident that for this honor I am indebted to the partiality of my friends, rather than to my individual merit. I feel unprepared to discharge the duties which devolve upon me with that ability which is necessary to reflect honor. But on undertaking these duties, I beg leave to return my sincere thanks for the confidence reposed in me by the Convention. Permit me to say, that it is exceedingly gratifying to observe the interest manifested in the work which is about to be undertaken. This interest could not be made more evident than it now is, by the large concourse of citizens from different parts of our State. And it is doubly gratifying to see not only those directly interested, but the immense numbers of our fellow-citizens who have no interest aside from an indirect one, to bring them here. St. Louis, the great commercial mart of the Mississippi Valley, ever foremost in internal improvements, and in any scheme of interest to the the State, is represented by a delegation of her most influential citizens; and to them we give a cordial and hearty welcome. She is not only represented by her citizens individually, but by members delegated by the corporate authorities, by members of the Board of directors of the Pacific Railroad Company, a sister Company, having in view the same object of Internal Improvement—and by the gallant *St. Louis Grays*, whom we are proud to welcome with their glowing honors, redounding to their praise, and assigning them an enviable position in the minds of their fellow-citizens.

This is, indeed, a glorious day for north-eastern Missouri—a day which will be long remembered in the history of this country—being as it is, the day on which we are about to commence a system of internal improvements in this portion of the State designed to develop fully its unlimited resources. The legislature of Missouri has at last seen what the great interests of the State require, and has come forward with a liberal hand and offered that aid which long ago should have been tendered. There is nothing now wanting but a commensurate enterprise and public spirit displayed by our citizens as individuals. It is true, that the National Legislature has failed to grant that boon, which we have a right to receive at their hands, and which, had common justice been extended, would have been granted.

I understand that the representative of this Congressional district is present, and in the name of his constituents I charge him, as a representative, to *demand* the appropriation of land equal in liberality and extent to those which have been made to other States of this confederacy, and let him not ask it as a *gratuity*, but assert the right of our State to such an appropriation. Our fathers and we have pioneered in this State, and our efforts have made it what it is, and have made available to the government the immense lands lying within its bounds.—We have endured these toils and hardships to add one star to this glorious Union, and for our labors we demand a sufficient grant of public lands to carry out our system of internal improvements; and I flatter myself that the wish, so uniformily acquiesced in by the constituency of the State, will meet also with their hearty co-operation. Indeed, I have been recently informed, by good authority, that had it not been for the pressure of business at the last session of Congress, our call on the General Government would have been met with a favorable response.

But fellow-citizens, we must not rely alone upon the action of Congress or the State Legislature, but upon our *own* energies, our own zeal, and our own means to successfully accomplish this work. It is one which should occupy a prominent place in the considerations of the people of this country—certainly one which aims at the improvement of the State, by making her immense agricultural and mineral resources available; and is it not worthy of a high position in our thoughts and actions? When we look over this vast Union, crossed and traversed as it is by railroads in portions of country far, far inferior in natural wealth to ours, and see the prosperity and eminence to which they have arrived through the instrumentality of railroads, I ask, is it not time to put forth every energy to make the same instrument become the means of our prosperity? Surely it is not necessary to exhort our fellow citizens to engage in this mighty enterprize, and which is but the commencement, and St. Joseph not the termination, but will be only a single link in a chain which shall extend over the vast expanse of our country from the Atlantic to the Pacific; and this great thoroughfare, by facilitating the means of communication between us and the non-slaveholding States, and making our fellow-citizens personally familiar with our institutions, and thus establishing a feeling of friendship and intimacy, between the sister States of this Confederacy, may be, through the wisdom of an omnipotent Providence the means by which this *Union* shall be forever perpetuated.

COL. STEWART'S SPEECH.

We are indebted to the *Republican* for the following report of Col. STEWART'S remarks upon the occasion of removing the first shovel-ful of earth in the construction of the Hannibal and St. Joseph Railroad:

Fellow Citizens:— Inasmuch as the Chief Executive of the State has not been able to attend on the present occasion, to officiate in the ceremony of breaking the first ground of the great highway which has been projected, and is now about to be commenced, it has devolved, by invitation, upon me, and it is with pleasure that I undertake it.

I believe I speak the sentiments of all when I say that *this* is one of the brightest days in the history of the State. Strange as it may appear to those States which have observed our sluggish movements heretofore with disgust, and contemplated our tardy policy with contempt, and who have been accustomed to undervalue our vast resources, which have been lost sight of in our lack of energy and public spirit, nevertheless *this* is the second occasion of a like character which has been celebrated within the last six months; for, within that time, the enterprising co-workers in advancing internal improvements have commenced the construction of a railroad west from St. Louis that the State will be proud of; and it is our wish that the Hannibal and St. Joseph Road may merit equal favor in the high opinions of the people of the State of Missouri. Public spirit and enterprize are embarked in the two schemes, with a certainty of their being carried out and completed, and with full assurances that nothing will intervene, unless it might be that God should rend the earth asunder with an earthquake, to prevent its full consummation. I speak thus emphatically, because I know that the people of this State have manifested a determination to push ahead with unbounded energy in the work, and the declaration has gone forth from the lips of men in mighty numbers assembled, that it shall be accomplished. Yes, it shall be completed, whether the General Government gives us what even-handed justice requires, by making appropriations of lands to aid in the work, as it has done to our sister State, or persists in that unjust policy which has compelled Missouri to stand back for the last quarter of a century.

Fellow Citizens: Missouri is able herself to build the road, even if other older States of the confederacy, which have been the special recipients of the favors of the General Congress, do unite, and thus defeat the measures introduced for obtaining her just rights. I do not anticipate that our claims will fail to meet with attention commensurate with their importance; but if we are to infer from the letter of ROBERT RANTOUL, of Massachusetts, who says that, although we have running on our borders and in our midst the great Mississippi and Missouri rivers, "yet we are so far behind the improvements of our neighbors east of us, that we must not expect to see our lands coming in competition with those of Illinois—opposition may be made, yet we will rely on our own resources. We have burst the chains which have so long bound us, hand and foot, and have thrown off the shackles which have crippled our energies, and have taken the responsibility to speak and act for ourselves. It shall no longer be said that Missouri is behind the improvements of the other States of the confederacy, for we intend to make her what the God of Nature designed her to be—a most happy, peaceful and prosperous country.

The State has come forward nobly in the work, and has extended her credit to aid in the progress of the enterprise. Through her liberality, a loan of $3,500,000 was authorized for its consummation. Already the requisite stock has been taken to secure both loans. The success of the enterprize is rendered permanent by a soil of unbounded fertility and the loveliest section of country—I was about to say, on the American Continent. There is no country containing the same extent of territory which is capable of sustaining such an amount of population in full vigor as our State, and all we want to successfully establish the truth of our assertions in regard to the matter, is, to open the avenue for carrying off our products. This road would be intersected at all points by numberless other rail and plank roads, to make even the remotest points in the State accessible to a good market; and such an avalanche of the riches of Missouri's soil will be poured into the Mississippi, to be borne on her quiet bosom to the ocean, and from thence carried to all parts of the earth, as will speak in tones which cannot be controverted, endorsing all which we claim for our State.

The speaker stated, that it only remained for him to perform the ceremony of breaking the ground, and, sinking the shovel in the earth, he said:

In the name of the Hannibal and St. Joseph Railroad, with equal good will to the Pacific Railroad, and in the name of the State of Missouri, I remove the first shovel full of earth.

MR. ALLEN'S LETTER.

ST. LOUIS, October 29th, 1851.

GENTLEMEN:

I regret that my continued bad health will not permit me to participate with you in celebrating the commencement of work upon the Hannibal and St. Joseph Railroad. I thank the committee of the citizens of Hannibal, and the Board of Directors of the Railroad Company, sincerely, for their several special invitations to be present on so interesting an occasion. My heart and good wishes, however, will be with you, as they have been heretofore, and I shall look with confidence to see a work so warmly sustained by the people immediately interested, so much needed, and so important to the whole country, prosecuted steadily from the first Monday of November to its triumphant completion. I regard the line you have projected as very favorably situated in every respect for the construction and support of a Railroad. You have a comparatively level country—you have coal, wood and water, accessible for all the purposes of operation. You are on the great route of emigration to the Far West, and will connect the waters of the Missouri with the Mississippi. You are upon fertile lands, all the way, capable of sustaining a vast population, and of producing an immensely valuable surplus of agricultural staples for exportation. In a national point of view, however important the Central Railroad of Illinois may be, I regard your Road as of equal—direct value to the government of the United States, and therefore as equally entitled to their aid. The Central Road is longitudinal—yours is latitudinal. The great currents of trade and population take the lines of latitude—not longitude. I presume it will be found that no lines of railroad to facilitate Northern and Southern intercourse and trade, pay so well as those which facilitate Eastern and Western intercourse and trade. I say this in no invidious spirit, but allude to it as perhaps a "fixed fact." Experience is demonstrating that the great policy of the East is *Western extension* of Railroad lines, and the more capital there is invested by the Eastern States in works projected to the West, the more works they will be glad to see constructed in the same direction.—New York, for example, the undoubted commercial capital of this country, and likely long to remain so, has constructed a canal and two Railroads to connect tide water and the Lakes. It is evidently the interest of the capital invested in these works to extend the lines along both shores of Lake Erie, and to continue in the natural course, by the way of Terre Haute, to the Mississippi at St. Louis, on one side, and to Chicago, reaching the great river at Galena, and Rock Island, on the other. This trade of the West has enriched New York, and rendered her lines of travel and transport valuable. Boston, by her unexempled enterprize, has for a time shared it, taking a large portion of it, as it were, from the very mouth of New York. Philadelphia and Baltimore are reaching afar their arms to engage in a contest for this trade in the valley of the Ohio, or upon the plains of the Buckeye State.

The two lines we are now constructing in Missouri, the one from Hannibal to St. Joseph on the North, the other from St. Louis to the Western line on the South, will be links in the great chain which will connect the Eastern and the Western boundaries of the United States. All the Railroads which may be finished east of the Mississippi river, will be interested in the success of these two lines, and all the States, as they cherish their own works from Illinois to Maine, and from Maine to Carolina, are interested in encouraging them by any influence, political or otherwise, which they may bring to bear.

Missouri stands in an attitude somewhat different now, from that she has occupied for many years. She has not heretofore given much notable evidence of active friendship for internal improvement. She has now emerged from her barbaric stolidity, and entered a career of enlightened improvement. She has commenced with due caution. She was particularly fortunate in being able to avail herself of the vast experience of the other States, in having a good credit never impaired, and in being comparatively free of debt. We shall soon feel these advantages. The last legislature must have the credit of bringing the State to a fair commitment and of preparing the way for more liberal and perfect laws hereafter. In the old attitude of Missouri, the subject was approached with some timidity, and perhaps not so much was gained or even asked as might have been in a more advanced state. Yet I am not prepared to say that I would alter materially, the act loaning the credit of the State to our two Railroads.—There are very few of our railroad charters, however, that will be found to work well in practise. Experience will show in what particulars of detail they will require amendment. A railroad, although necessarily in the hands of a corporation, is a public enterprize, almost always engaged in, as was especially the case in Missouri, for the promotion of the general prosperity. If authorized at all by the Legislature, it is because public convenience or good requires it. In similar designs, generally, private interests are required to yield to those of the public. Individual rights ought always to be protected certainly, and are, so far as the intention of the law is concerned. But that an individual should be permitted to obstruct for months and perhaps a year or more, such a work, in order to obtain not only his rights, but something more, unreasonable and unconscionable sums of money for pretended and unreal damages, seems preposterous and absurd. Yet an individual, through whose premises a railroad corporation may desire to construct their road, however much the road may enhance the value of his property, may, it would seem, harass, delay and worry a company into a virtual surrender of their purse into his hands till he gorges himself to his entire satisfaction. This seems to me nothing less than "flat burglary," and requires a little legislative doctoring, or Railroads in Missouri will cost much more than has been estimated.

In appropriating three millions and a half to our two leading lines of railroad, the last legislature did as much as prudence, in the use of the public credit, seemed to warrant. It is now of the highest importance that we make a careful and economical use of this credit, in order that it may not only not depreciate under our management, but that it may take, and maintain a rank to which it is entitled, at par with the leading State stocks of the country. There is no reason why Missouri credit should not be first rate. She has never failed to meet her engagements, nor has she made any she cannot meet. With a great variety of valuable natural resources, such as few other States possess, an immense territory of 65,000 square miles, a present population of 700,000, increasing at a rate that will enable her, if continued, to number over a million within the next ten years, she must act very unwisely and very differently from other States and people, if she does not find herself entirely at ease in regard to any obligations she has as yet entered into, or is now contemplating.

The two railroads now going forward will furnish a test of the wisdom and utility of their projection in this State, and if the test is unfavorable, probably no more will be attempted.—If favorable, they may be used as base lines, from which branches may be projected wherever they will pay, and as examples for independent lines. For myself, I anticipate the success of the system, and hope to live to see the Pacific Road in operation, at least to the Western boundary line, with a branch reaching into the South-western district of the State, and either a branch or an independent line to the Iron Mountains, and perhaps a continuation to Arkansas. On the north side of the river, I hope to witness your line completed, a line from St. Louis, crossing yours and reaching toward Iowa, and a connecting link between your road and the Pacific road at their upper end, if not also, in, or near their middle sections.

Having the advantage of a new country, and no old Railroad connections to make, we have, on our Pacific road, adopted the wide guage—5 1-2 feet. I should be glad to see your road adopt the same. It is a guage particularly suited to the Great West, and there is scracely a doubt that the great East, if they were to commence *de novo*, now, would adopt that guage. It's great advantage consists, briefly in admitting of a better arrangement of the engine, higher driving wheels, lower centre of gravity, greater speed, greater safety, and of larger and more commodious cars for passengers, as well as for cattle, and freights of a bulky character, as many of yours will be. I found, while at the East, that, our gague was generally approved by engineers, superintendants of roads, and manufacturers of engines. We are endeavoring to construct the Pacific Road, so far as we go, as well as we can get the work done in this part of the country. We are going on by special contracts—not by the "lumping process," which is so often availed of as wonderfully easy for a company, but as often turns out so hard for travelers, and so bad for working, that reconstruction necessarily has to follow.

It is much to be regretted that we cannot manufacture our engines and rails at home, where we have such an abundance of iron. But our Missouri machines are not quite yet prepared for the manufacture of the former, and nowhere in the country can American manufacturers compete

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