

York, which are closed by ice several months in the year, the transportation on the Southern railroad would be unobstructed the year round. Why should the trade of the western part of Missouri be made to form an acute angle in finding its way to market? A portion of it is now brought down the Miss. to St. Louis, and then sent back up the Ill. river through the Michigan canal, the Lakes, and then by canal or railroad to Boston or New York, and from there to Europe. This route is an unnatural diversion, and is caused by the check which the current of trade receives at St. Louis. It is to be hoped that the citizens of that city will cease to be suppliants at the feet of *Suckerdom*, beseeching that state to condescend to permit them to have a road through its territory. Shall St. Louis, and the vast extent of country whose trade centers at that point, become beggars at the door of the North, when the South has stretched out her iron arms to receive it in her wide bosom? Shall Missouri beg the North to partake of her mineral and agricultural wealth, when the South, at her own expense, has constructed a means of transportation which will soon extend to the borders of the State, requesting you to give her your trade? We ask the citizens of St. Louis again, if they are disposed to wait the time with patience until Illinois gets into a good humor? Our opinion is you will wait some time. The Mississippi River and the Michigan canal are even now inadequate to convey away the exports of the vast region above. If no other avenues of trade are opened, no other means of transportation are constructed, what will be done with the vast wealth of Asia, the islands of the Ocean, and our own Pacific coast, a great part of which will be poured into the lap of St. Louis, when the Pacific railroad is completed."¹

It seems never to have occurred to this would-be prophet of the commercial future of the South that Northern railroads were not open to the same objection as their canals, and that for every railroad the South built, the North

¹ *Western Eagle* (Cape Girardeau, Mo.), Nov. 9, 1849.