

dairy, along the line of the road within a few hours reach of either city, that will add greatly to comfort and cheap living. It will render a residence in either of the cities much more desirable, as it will afford safe and delightful retreats in epidemic seasons to their inhabitants, within two hours ride, thus inducing them to remain at home, to engage in permanent occupations, and correct the crying evils of *absenteeism*, and at the same time increase the permanent population and afford a home market for home productions.

It is common where a railroad is built connecting two cities of disproportioned magnitude, for the smaller to fear that the influence will be such as to draw off its trade to the greater. It may change in some particular the previous existing relations, but the advantage without exception, is believed to be *mutual*. The history of railroads in the Northern and Eastern States afford many striking illustrations of this fact. No instance can be pointed out in which a town has suffered in consequence of its connection with any other.

The city of Albany has received a great impulse by the construction of the Hudson River Railroad, by which passengers are taken to New York, a distance of 150 miles, in 4 hours, at a cost of two dollars. The same may be said of Troy, and of the numerous cities on the great line of travel between Albany and Buffalo. All these cities offer every facility for the passage of the trains through them at high speed, and their rapid growth proves the advantage to themselves, of an unrestricted commerce. The city of Providence did not become an important place till its connection with Boston, by the Boston and Providence Railroad. The cities of Salem, and Newburyport, and Portland, have had new life infused into them by their connection with the metropolis of New England. Philadelphia, instead of losing any portion of its trade by her increased facilities of communication with New York, is rapidly increasing it. The effect of improved highways is to benefit every town and every section of the country through which they are built, and the fear which was formerly entertained, and which is still cherished in some portions of the country, that they may exert a contrary tendency, is entirely groundless.

While Mobile has nothing to fear from the construction of any road leading from herself in any direction, she can build none that will conduce more to her prosperity than the Mobile and New Orleans Railroad. It is the only work that will bring her upon the great line of travel of the United States. The *convenient* route of travel is always through the larger towns. Let the Mobile and New Orleans Railroad be built, and she will place herself upon this route. The terminus of this great route is not Mobile, nor New Orleans, nor Texas, but the *Pacific*. Let the construction of this work be postponed for several years, and the trade and commerce of the country will become accustomed to *other* channels which will leave the city without attractions either to its own people or strangers. The latter will go to more enterprising communities that receive their impulse from the great tide of human life passing daily through them. What will Mobile be unless she places herself *en route* of the great avenues of the country? Her enterprise will vanish. Her trade will decay. Her railroads will become merely local works, without alliance or connection with the great systems of the country. But let a *Western* outlet be opened, and the railroads entering Mobile upon the eastern and northern sides, will bring in daily swarms of travellers and emigrants, moving towards the fertile West. If this western outlet for her railroads be not built, this travel will take the routes that South Carolina, Georgia, part of Alabama, and Mississippi are making such vigorous efforts to open, running in an easterly and westerly direction, to the north of Mobile. So convinced am I of the truth of these observations, I believe, as much as the road will benefit New Orleans, there are good reasons why the people of Mobile should feel a much

greater interest in its construction. Build this road and it will give employment to all her other lines, to which the city if making such liberal advances. It will stimulate its domestic trade. It will secure to it the favorable attention of the public, which will lead to the introduction of new elements of prosperity. By the points of contact it will present to the business world, it will become the inviting residence of the business man, whose own interests will be advanced by the promotion of those of the city.

While I have alluded particularly to the influence that railroads connecting neighboring cities, exert upon their prosperity, it is proper to state that the trade which Mobile and New Orleans enjoy, is the natural result of their respective positions, and that by no mode of communication between them can the appropriate commerce of one be drawn off to the other. They are respectively the depots of tributary territories with well defined limits. For the accommodation of the trade now received, by her projected railways, from the interior, Mobile, in her present position, offers greater facilities than New Orleans. These can be greatly improved by deepening the channel to her lower harbor, which is capacious, land-locked, and has a depth of 21 feet water, or as this improvement may, for want of necessary means, require time in execution, access to the harbor may be had by a railway of about 25 miles long, over a level and favorable country. While therefore Mobile must retain the trade she now enjoys, or to which by her position, and her projected railways, she has any claim, she can add largely to it by the proposed road.

Similar views may be taken as to the influence of the proposed road upon the interests of New Orleans, but as they will be more readily admitted from the fact that it is a larger city, it is not deemed necessary to repeat what has been said. It may be safely affirmed, however, that the road is indispensable to New Orleans, if she determines to retain the rank she now holds in the scale of American cities, and to move forward with the energy due to her unmatched position at the mouth of the greatest and most productive valley in the world. It is not to be denied that New Orleans has not made the progress due to this position. The fact is ascribed to her neglect of the construction of Railroads, without which, no matter what may be the natural advantages, or facilities of water communication, no city can preserve its relative standing. Its dilatory progress, unless *all* the contrivances that modern science has invented, are pressed into its service, will look rather like *retrocession* in the great race for commercial supremacy, than *progress*. Had New Orleans, like New York, the great *Atlantic* seaport, constructed *artificial* works, on the same scale as her natural avenues, it is not too much to say, that she would have eclipsed the former, in the extent of her commerce, both foreign and domestic. That city, by her neglect, has become the great commercial depot of the country. It was well enough for New Orleans to rest upon her *natural* resources, so long as *other* cities did the same. But while they have been calling to their aid what ever could advance these prosperity, New Orleans has hardly an element of wealth, or progress, that she had not 20 years ago. The result shows what an important part human contrivances play in the career of modern cities.

The settlement of California, and the planting of an American State on the shores of the Pacific, constitutes the great era in the commercial history of this continent. The fabulous wealth of the *Indies*, the very droppings of whose commerce upon its routes in the old world, were sufficient to build up cities of unrivalled splendor, is to have its *pathway* through the United States. The greater enterprise, joined to her vast commercial marine, enabled New York to monopolize this commerce. By means of it, the wealth of that city has increased in five years, more than it would have done in *twenty*, without it. But this commerce is soon to take a new direction. For that portion of it passing over the Isthmus, Tehuantepec is to

take the place of Panama. For the *traveller*, there can be no doubt that a railroad across the continent over the *southern* route must speedily be built. Both New Orleans and Mobile, if they will, may place themselves upon it, and become the ports of departure and arrival of the vast crowd which daily leaves and returns to our shores. All that these cities have to do, to accomplish the results I have described, is to render themselves *accessible* from every portion of the Union, particularly the great cities. This effected, and the traveller instead of leaving New York in the ocean steamers, subjecting himself to the perils of a long sea voyage, and to the unhealthy climate of the low latitude of Panama, will take the railroad to New Orleans or Mobile, when he will only have to make the short run of the tranquil waters of the Gulf, to the Isthmus of Tehuantepec, over which he will be transported in a few hours, and find himself on the salubrious shores of the Pacific. Upon the completion of the Pacific Railroad, he will take the same route to the above cities, and pursue his journey by way of Texas, and El Paso, to the Pacific. Neither New Orleans nor Mobile can hope to place themselves advantageously upon this great route without the construction of the proposed road. This built, and the advantages which it will secure in *prospect*, will, in the impulse it will communicate to all schemes looking to an extension west, be worth more than its entire cost.

I have already alluded to the importance of securing to New Orleans and Mobile, within two hours of either city, commodious and healthy residences. It is well known that a considerable portion of the Gulf of Mexico is skirted by a sandy shore, affording the most eligible and inviting locations. They are the resort of the people in mid summer, and probably no more healthy spots can be found in any part of the country.— Could hourly and cheap access be had to them, the character of the population of New Orleans would immediately change. This road will supply the needed means of communication, and will remove the great obstacle to the establishment of a permanent population, with local interests and local ties. The road will also constitute a most important channel upon which New Orleans can always depend for an abundant supply of the appropriate produce of the surrounding country, the present high prices of which is such a drawback upon its prosperity.

Allow me, in conclusion, to urge the inexpediency of terminating your road at Pascagoula, with a view of connecting by steamboat with a railroad from New Orleans to Nine Mile Bayou, or Cat Island, as has been suggested to you. Such a policy would involve a compound line, made up partly of railroad and partly of steamboat, which would render two transshipments necessary, and impose such a burden upon the trade expected to be drawn over it, as to defeat in a great measure the object of the construction of a railroad. That this course would be a mistaken policy, can be easily demonstrated by the history of railways in the United States. Take for instance the Wilmington and Weldon railroad. Upon this line the expenses of the water route to Charleston were so heavy as to eat up in a great degree the profits of the road, which now, without the water transit, is doing a remunerative business. Again, the Long Island Railroad is another strong parallel case.— This line, though coinciding with a route over which is an immense passenger traffic, has been entirely broken down on account of the water transportation, through the successful opposition of the New York and New Haven Railroad, which is a *through*, land line, in the same direction, though over a much longer route. No passenger between New York and Boston ever thinks of taking the Long Island Railroad. The Philadelphia, Wilmington and Baltimore Railroad is another instructive example. The water transportation is here only about one mile, but the expenses incurred in consequence of the shifting of freight and passengers are so large, being equivalent to running ten additional miles of road, with a