will bring forth. The railroad system is rapidly extending to the Pacific Ocean; we may or may not become the centre of that system, depending upon the facilities which we can offer for the transaction of business. With a bridge across the river, we may safely defy all rivalry, but without it our prospects are poor indeed; and untold millions hinge upon this contingency. It is the commerce of a nation, yes, of a continent—I might almost say, of the hemisphere. For we are situated on the highway of the commerce between Europe and Asia, and may make ourselves the entrepot, and perhaps the depot, of that immense trade which has given wealth, power, splendor and greatness to its possessor in every age, from the remotest antiquity to which even tradition penetrates, down to the present time. A change in the channels of this magical stream of wealth, and greatness is about to take place. National convulsions and social revolutions have ever been the harbingers of its changes in the past, and we now have those changes upon us. The social world is seeking a new basis to rest upon, and the artificial nationalities that war and slavery have produced, are on the threshold of extinction. A new grand settlement and re-arrangement of the nations will give this trade to the American, as it was once given in turn to the Egyptian, the Assyrian, the Greek, the Roman, the Saracen, the Italian, the Spaniard, the Hollander, and the Briton. Apparently trifling events have often changed the channels of this commerce—even much less a thing than a bridge over the great Mississippi has often, and may again, despoil or magnify a nation or a race, much more a city like ours, just struggling against adversity in one of its worst forms. It may then be affirmed, unquestionably, that a bridge across the Mississippi river, at St. Louis, is a great public want. Our domestic, manufacturing and commercial wants require its immediate construction, and the proximate future is big with events which will fix our destiny as a city; and these events will, in a great measure, be guided and controlled by the erection of this bridge. A city of great prospective importance, and with a present population of four or five thousand inhabitants, exists on the opposite shore of the river; with a bridge, the business and population of that city would be soon transferred to our midst; and this is no small consideration to our landed proprietors, whose broad acres now lie vacant for the want of population to occupy them. I think the question under consideration is