

Do We Need a Railroad?

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him in those discourses. But a more decided; not to say dramatic, appreciation of the tremendous damage done the Democratic party and the Slavocracy by the Illinois lawyer was the summary deposition at the opening of Congress of Stephen A. Douglas from the chairmanship of the Senate committee on Territories, a position he had held for eleven years and which he had made famous or infamous in their service in connection with the repeal of the Missouri Compromise. All these things were noted in Iowa as elsewhere and the people no less than the politicians were becoming aware that Illinois had a dominating man—dominant because he possessed not only a profound, far-seeing mind, but wonderful powers of compelling speech. King makers could ask for no more favorable conditions than those which confronted the friends and admirers of Abraham Lincoln at the close of 1858.

DO WE NEED A RAILROAD?—This question is asked by a correspondent of *The Citizen*. Every man, woman and child in Central Iowa will promptly answer yes. We not only need a railroad, but should have one as soon as possible. It is true that the late commercial revulsion has operated disastrously upon railroads, but still there are means at our command and advantages possessed, which if properly and promptly applied would in a short time have thousands of laborers at work in building a railroad through Central Iowa. This will not be done, however, until the *people* move in the matter. Action, talk and agitation is needed. Let us have another excitement—let the subject of Railroads be agitated in every county, city and town—let meetings be held, the people aroused and their attention called to the vital importance of a Railroad.—*Tri-Weekly Iowa State Journal*, March 1, 1858.

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