

pages of our comic journals, while the strictly mechanical aspect of the subject is fully treated in technical papers. But the facts remain that all this is of a transient nature, and that the railway can hardly be said yet to have a literature of its own.

The following episodes mainly refer to the grand railway under notice, which is by all odds the longest direct road on the surface of the globe. From New York to San Francisco the distance by this railway is 3,300 miles, and the ticket for the through journey is about two feet long! This would be more justly described as a series of tickets or



MADISON STREET, CHICAGO.

coupons. The writer has crossed the American continent twice by this route, his first trip having been made on its completion in 1869, when, as correspondent of a daily journal, he had ample facilities for examining it in detail. In Chicago he had the pleasure of meeting Mr. Pullman, who kindly furnished him with information which in those days, at all events, was new to the British public. He was even then trying to get his famous carriages introduced into England; as events proved, it took him several years to get them even tested. In this connection he is credited with a *bon mot*. He was speaking of our land in the highest terms, but, like many Americans, did not think we adopted new ideas with sufficient readiness. "It is a grand country," said he, "a grand country. But you have to be born *very* young there;" meaning that otherwise you might grow grey in the consummation of even a promising scheme.