

and thenceforward the trade of Europe with India was carried on by sea, though other regions still obtained supplies of Eastern products by land carriage. Of late years the overland route to India by way of Alexandria has been again commonly used by travellers, but it has not been resorted to, at least to any considerable extent, for the conveyance of goods. Now, in addition to this route, two lines for railway communication have been suggested; one by the valley of the Euphrates, which is said to present no physical obstacles that may not readily be surmounted; the other commencing at Acre and passing by Basra, to continue along the southerly side of the Persian Gulph, and then crossing the spur of the Arabian Peninsula to Mascara, a port accessible by a short sea voyage from Bombay. This is represented as being much more direct than either of the other routes. Whether any of them will be found practicable, in a financial and commercial point of view, or in the existing state of things, and considering the character of the people through whose countries the transit is proposed, has yet to be ascertained and determined. Mahomedan antipathies to nations professing Christianity, at least to the Western powers of Europe, have doubtless greatly diminished, and when the "Infidel Soldan" disdains not to wear as a badge of honor, the emblem of the Christian Knight slaughtering the dragon, any enterprise which has no greater obstacles to contend against than religious prejudices, or the antipathies of an uncivilized against a civilized people, and which is backed by the prospect of bringing wealth in its train, need not be despaired of.

Another subject, however, more immediately interesting to us as inhabitants of the Western hemisphere, as well as subjects of the British Empire, claims attention. I allude to the projected Atlantic telegraph. Wonderful as is the application of voltaic electricity to land communication, its capability of adaptation to transmit submarine messages, which is no longer a mere matter of theory, is calculated still more to excite our admiration. The nautical and engineering difficulties attending this mode of telegraphic communication have been proved to be surmountable, and the experience gained in establishing shorter lines has led to the determination to undertake this. It is gratifying to observe the unity of thought and action in reference to this great work that prevails on both sides of the Atlantic. A survey was made last summer in a steamer belonging to the United States, and soundings at intervals of about thirty miles were taken, from which it was ascertained that the greatest depth was rather less than  $2\frac{3}{4}$  miles. Lieutenant Maury, the su-