

ject. The writer of an article entitled 'San Francisco's Future' says:—

'What city can ever arise on the western coast of North America to rival her? Certainly none now having even a nucleus of population and business. There is not a point from Puget's Sound to Cape St. Lucas—we might say to Panamá—which possesses the possibility of ever becoming a rival. . . . Realejo and Panamá can neither be made rivals to us by all the railroads or all the ship-canal that have ever entered the imagination of the most speculative, because of their tropical and unhealthy position. What results? Why, that San Francisco must be the great entrepot of the immense ocean, whither most of its countless keels will tend. The time is coming, too, when it will become the greatest whaling port in the world. With all the fine ports and great cities of Asia it is to have intercourse, and none other can interfere. Men cannot make seaports. Heaven has done this for us; and our beautiful bay cannot, by all the combinations of earth, be despoiled of her position and destiny. We have the population. The Americanized Saxon blood will do it.'

Here is part of an editorial *jubilate* on the sailing of four huge steamers from San Francisco on the 15th of March last:—

'Four ocean-steamers, laden with passengers and treasure! Three years ago, and no steamer had ever puffed her way up or down our coast, or on our rivers; and now we may almost challenge any of the Atlantic cities to exhibit such a spectacle as we shall witness here to-morrow. If we progress in steam navigation *during the year to come* as we have for the year past, we shall have lines of steamers established from San Francisco to the islands of the Pacific, to China, to our whole northern and southern coasts direct, and perhaps to Liverpool.'

Now for their views on 'Commercial Supremacy':—

'In every sea where England had for nearly two hundred years been supreme, she now finds a hardy, bold, and shrewd competitor in the Yankee, who brings his own commodities in his own ships, and offers them at a successful price by the side of hers. The commerce of India aggrandised in turn the Venetians, the Portuguese, and the Dutch. England took it from *them*; and will soon be ready to hand it over to *us*. For here, on the Pacific coast, the Waterloo of Trade is to be fought. We must beat our great competitor with our home products, and coin with those she produces herself. If she chooses to break down our own markets with too great a supply of her manufactured goods, we will use them to undersell her on her own choice preserves in Mexico and South America. We cannot escape our destiny if we would. It will be a struggle of intense interest; but *of the result there can be no question*. The Yankee, with his clipper ships—his steamers—his enterprise, his skill, his unceasing activity—will defeat his rival; and after establishing a successful trade with all his