

long ago, the leading English journal actually assumed, in the beginning of an editorial, that the moment an emigrant set foot upon the quays of New York he might be subjected to involuntary impressment as a U. S. soldier! A greater mistake could hardly be promulgated. That the United States have supplied, and will continue to supply, the deficiencies in the crops of Europe is undeniable; all that she requires is labour. If it be true that the present war has absorbed much of the labouring population, and compelled the manufacturers and agriculturists to offer increased inducements for labour, it follows that the advantages in favour of the emigrant are increased.

Look one moment at the prosperity of America; observe how rapidly lands have been brought under cultivation, how they have increased in value, and how soon the enterprising pioneers have become prosperous and even wealthy. The Western States—such as Illinois, Ohio, Iowa, Michigan, and Indiana—were but slightly peopled twenty years ago, and land could be purchased at that time as low as 1½ dollar an acre. Now on these very spots villages, towns, and even cities have arisen; while the surrounding land brings from 20 dollars to 200 dollars an acre. In fact, the history of the Western States, as exhibited by the statistical tables published in the census, sounds more like a fiction than a reality.

It is well known that nations find a necessity to seek the sea as a medium of communication. This is the reason why the seats of civilization have always been upon the shores of the continents of the old world; why Asia, with its few and stormy seas and limited coast-line, is locked up in a haughty and unprogressive isolation; and why Africa, with still less maritime border, has been doomed to eternal barbarism; why, before commerce dared to penetrate the mystery of the ocean, the centres of power moved with the widening circle of civilization along the shores and peninsulas of the Mediterranean; why, when navigation extended to the borders of the ocean, the sceptre passed to Spain; and finally, when the circle of commerce embraced the globe, why England, the most central of all to the exterior lines of the continental land masses, became “mistress of the seas.”

But here we have a continent at last, on which it is no longer necessary to seek the sea as the sole medium of communication. But this is not all. Upon this new theatre, a new and wonderful agency is introduced, which forever emancipates man from the dominion of the sea. The groove and the wheel are not more expressly contrived for the pulley, than the broad plains and rivers of that continent are made for the railroad and the steamboats. By the application of steam to inland locomotion, the interior of North America is even more accessible, more *permeable*, than the exterior of Europe. The tendency of development then, here, is inland; as there, it is towards the ocean. If Europe is the seat of maritime commerce and maritime civilization, America is no less