

and rivers, and continue to improve, their future is bright before them; while the lake steamers of light draught carry their grain across the sea, the railway, resorting to more capacious steamers, some of which transport six thousand tons, may lay down their cargoes at less cost in the sea-ports of Europe.

THE NORTHERN PACIFIC.

We have glanced at the great line of Canada slowly progressing through the Hudson Bay territory. Let us now glance at three other lines making rapid progress, and destined within two years to reach the waters of the Pacific, which have already been touched by our Central Pacific Railway.

First, there is our Northern Pacific, which extends from Duluth, at the head of Lake Superior, to the Upper Missouri, and is destined to cross the Yellowstone within a twelvemonth. Having converted its bonds into stock, and found a quick market for its land, toward which the tide of emigration is setting, it is rapidly approaching Montana, both from the east and from the west, and will there make a connection with the combined river, canal, and railway improvements of Oregon, soon to give place to a continuous railway. Large bodies of settlers attend its march, eager to plant themselves in the rich wheat fields of Dakota, or pleasant pastures or prolific mines of Montana, or looking still further west to the green meadows or wheat fields of Oregon. We may look to Oregon for new lines of steamers to China and Japan.

Then we have a long line of railway from Ogden to the Park of the Yellowstone, aiming at the confluence of the Willamette with the Columbia, making a third line to the Pacific. This will give the Union Pacific a new route from the Atlantic to the Pacific, independent of the Central line.

THE SOUTHERN PACIFIC RAILWAY.

The public has long kept its eyes on the Union Pacific and Northern Pacific railways through all their vicissitudes of fortune, but while its attention has been concentrated on them and a Texan line across the Llano Estacado, which seems to be repelled by the treeless plains and wastes before it, another enterprise, the Atchinson, Topeka, and Santa Fe line, begun in great weakness, but conducted with much

sagacity, has quietly followed the caravan route from Kansas to Mexico, traversed the fertile plains, interchanging the cereals of Kansas for the ores of Colorado, has pierced the Raton Mountains, and in one year more will reach the border of Mexico. In another season, under charters already conceded, it will enter Mexico, and reach Guaymas, the chief sea-port of Northern Mexico; extending a branch into Arizona, it will unite with the Southern and Central Pacific Railroad. It will also reach an American port at San Diego, and another at San Francisco, thus making two new routes to the Pacific.

A slight extension will carry this line to El Paso, on the northern frontier of Mexico, more than half way from St. Louis to the city of Mexico. Having reached the table-land, it will command the commerce of the States of Sonora and Chihuahua, and probably of the northern half of Mexico.

The only connection that city now has by railway with the sea is the Mexican railway which connects Vera Cruz with the capital. This has fallen into the hands of the Jews. It has cost more than ten millions of dollars for three hundred miles of railway, although it has received large subsidies from the government. It is deeply in debt, maintains a high rate of charges, and draws out a sickly existence.

As the States of Chihuahua and Sonora are distant from the capital, are not populous, but contain much valuable land with rich silver mines, it would be politic for our government to purchase them, with the understanding that a large percentage of the money be applied, through the medium of bonds, to extend the line to the city of Mexico. An appropriation of fifteen millions, to be invested in bonds, would carry the line from El Paso to the capital across the table-land of Mexico, and the bonds might be used to repay the debt of Mexico.

We may well anticipate such a result, and the ultimate extension of the Santa Fe line from Kansas City to the city of Mexico, thus connecting it with the chief sea-board and inland cities.

While this great work is progressing, New Orleans is recovering from the effects of the war, and is now accessible to the largest steamboats, for a channel has been provided at the mouth of the Mississippi with twenty-five feet of water, and