

June, and it was confidently expected that the whole grand line to the Pacific would be completed in 1870, so as to connect with the splendid steamers already subsidized by the American Government, and running between San Francisco, Japan, China, and the Sandwich Islands. So confident, indeed, are the Union Pacific Company that this line will monopolise the commerce of the East, that closed cars are already built, as if the service were secure, and the closed pouches only want labelling for "China through," "India Official," "Sandwich Islands," "Alaska," "Japan," &c. (See the Report of the Company, New York, October 25th, 1867). Making all reasonable deductions from these exaggerations, no one yonder expresses a doubt as to the success; and in San Francisco, such was the influence of the same conviction on the merchants and others, and their confidence in the results, that when the writer was there a few months ago, palaces were literally rising up as if by magic. But what must be the feelings of every Englishman, when trying to calculate the consequences of such a commercial revolution! One which, unless counteracted, will at the very onset throw the Chinese trade, and that of Japan, into the hands of the Americans. The precious metals, the transmission of which to the Oriental ports has been hitherto by way of London, will in future be sent at half cost by this more speedy and direct route; thus making New York and San Francisco, instead of London, the financial and banking centres of the trade of the world. The business of all those of our merchants who are at present engaged in direct trade with those countries, will be disturbed—if it be not wrested from them; our communications with New Zealand and the Australian Colonies displaced and thrown into foreign hands, and the general inroad into our commerce with the East will sound the first knell of England's decline.

Having thus cast a hasty glance at what the Americans are doing, let us now examine *seriatim*, and more attentively, the difficulties which are supposed to render the construction of a rival railroad through British America problematical, if not almost chimerical.

OBJECTIONS TO A RAILROAD THROUGH BRITISH TERRITORY.

These are numerous enough, if true, and may be classed as follows:—

1st.—The supposed geographical difficulties to the north and west of Lake Superior, and those much more real through the Rocky Mountains and British Columbia.

2nd.—The supposed severity of climate, and general unsuitness of the country to be traversed for settlement.

3rd.—The greater distance across the Continent to the North, as compared with the South.

4th.—The difficulty, if not impossibility, of constructing a railroad through a wild, unsettled country.

5th.—The opposing rights of the Hudson's Bay Company.

6th.—The possibility of difficulties at some future day with the United States, combined with the existence of a sparse population and a