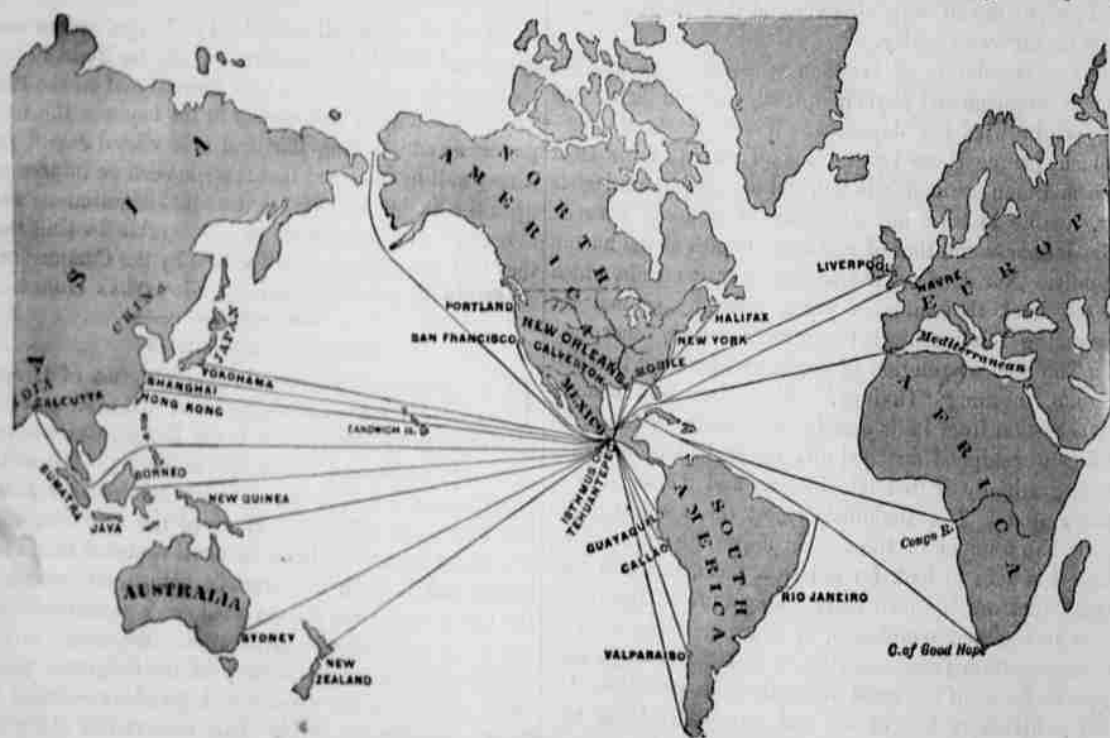


THE EADS SHIP RAILWAY.

UNDoubtedly the event most important to the Pacific Coast which is liable to occur within the next five years will be the opening of one of the several projected routes of inter-oceanic communication through Central America. Taking up a few only of the commercial reasons for this important work, attention is called, in the first place, to the fact that although the northern part of the continent has been crossed by six lines of railroad they cannot profitably transport many important bulky products. The cereals and the valuable woods of the Pacific Coast cannot reach European markets by these transcontinental routes; even the Panama Railroad, hardly fifty miles in length, cannot afford to do this work, so great is the expense of transshipment; in fact, the transcontinental railroads, over 3,000 miles in

relatively reduce the cost of transportation. The valuable and inexhaustible woods of the Pacific will find a ready market on both the Atlantic coasts if an all-water route can be obtained 8,000 miles shorter than by Cape Horn.

The Isthmian barrier obstructs and hampers the important commerce of the west coast of South America as well. The extensive and valuable products of Colombia, Chile and Peru must pass southward around Cape Horn on a circuitous route to New York or Liverpool. Again, in the interchange of manufactured goods for the raw materials of the Pacific coasts, Australasia and Polynesia, the manufacturers of our Atlantic Coast are debarred from these important markets by the same insurmountable obstacle. By the impetus given to the development of the far Pacific countries by the opening



ROUTES OF COMMERCE VIA TEHUANTEPEC.

length, can carry goods with less cost than can the Panama Railroad route. The cereals, nearly 1,200,000 tons per annum, will pursue their voyage of 16,000 miles, occupying from four to five months, to reach the market of the world at Liverpool. The importance to the Pacific Coast of shortening the distance for this commerce alone will be seen by the following facts. It costs only eight cents per day for labor to raise Indian wheat. England has expended, and is still expending, millions to irrigate that vast and populous country. She is extending the railroad system to its most remote districts in order to transport the wheat to the seaboard, and she then brings it to her ports by the shortened route of the Suez Canal. Still, with our admirable climate and fertile soil, we can compete successfully in the world's markets if we can shorten the route one-half, the time two months, and

of the Suez Canal, their commerce has increased 150 per cent. in the last five years, and now amounts to nearly \$2,000,000,000 per annum. Australia alone has a railway system 6,000 miles in length and a foreign commerce of about \$400,000,000. She imports from us a small quantity of nearly all of our manufactured articles, which find their way to that country by many indirect and expensive routes, and generally in foreign ships. It is interesting to note the routes by which many products move. Of the tea shipped from Japan to New York about one-half (16,000,000 pounds) goes across the Pacific to San Francisco; is there put aboard the cars and hauled across the continent; the other half goes down the Asiatic coast, through the Indian Ocean, Suez Canal, the Mediterranean and across the Atlantic Ocean. On account of this inability to reach Pacific ports, and the absence of