

Eight Pacific Railways.

Ten years ago the country celebrated the completion of the first railroad across the continent to the Pacific coast. It was then thought to be all that was needed for a long time to come. The Northern Pacific was pronounced visionary by many, and a waste of capital. Only ten years have passed and already six additional lines are in process of construction. Enumerating them geographically, beginning at the most northerly line, we have:

1. The Canadian Pacific, to extend from a point of Ottawa along the north coast of Lakes Superior and Winnipeg to Burrard Inlet, on the Pacific coast latitude 49. Several hundred miles of this road are now under construction and the road will probably be finished within the present decade. If the Northern Pacific was deemed impracticable ten years ago, because located so far north, what can be said of the Canadian Pacific, several hundred miles further north? And yet it will be built and will traverse an immense wheat region, and quite likely pierce new and rich mineral deposits in the Rocky mountains. It will be 2,750 miles in length.

2. The Northern Pacific will be 1800 miles in length, and will extend from Duluth, and St. Paul, Minn., westward between the 46th and 48th parallels to Puget Sound. Over 800 miles of the road are now in operation and work is progressing from both ends. It is probable the road will be finished before 1885.

3. The Union Central Pacific was the first road built, and extends from Omaha to San Francisco, 1916 miles.

4. The Chicago, Burlington and Quincy, which now controls nearly 2,000 miles of railway, and is rapidly pushing westward, is about to be consolidated with the Burlington and Missouri river road in Nebraska and its numerous branches. The latter road is building a line up the Republican valley, aimed for Denver city, from which point it will, with scarcely a doubt, be extended to the Pacific coast at no distant day.

5. The Atchison, Topeka and Santa Fe, St. Louis and San Francisco, and Atlantic and Pacific. These interests are now operated in common. The Atlantic and Pacific was chartered in 1866 to build a railroad from St. Louis to San Francisco, and received a magnificent land grant—53,000,000 acres—but plegmatic St. Louis dawdled along with it and it was not until Boston capitalists took hold of the project recently that its transcontinental ambition had any prospect of gratification. It will build on what is known as "the thirty-fifth parallel route." The thirty-fifth parallel is reached at Santa Domingo on the Rio Grande river. The Atchison and Topeka has about nine hundred miles of main land extending from Kansas City to Santa Domingo and several hundred miles of branches in Kansas and Colorado. From the Rio Grande the road is to be built and owned equally by the Atchison, Topeka and Santa Fe and the St. Louis and San Francisco companies, and this part of the line, west of the Rio Grande is to be known as the Atlantic and Pacific company. It will have two termini, one at San Francisco, and the other at San Diego.

6. There is now in operation a line nearly a thousand miles long from San Francisco southeastward into Arizona. It is the Southern Pacific, or 32d parallel line. It is being pushed vigorously and will probably be completed to Elapso, New Mexico, on the Rio Grande, this year. It is supposed the Galveston Harrisburg and San Antonio road will be extended westward to meet the Southern Pacific road at Elapso, and also extended eastward to New Orleans.

7. The Texas and Pacific—Tom Scott's road—which tried so long to obtain a government subsidy and fail-

ed is now being prosecuted with private capital. It is in operation from Texarkna, Texas, south and west 253 miles to Fort Worth, besides a division from Marshall, Texas, to Shreveport, La., 40 miles, and one from Texarkna west to Sherman, 155 miles. The Shreveport line will be extended east to Vicksburg. This road may form one of the eastern connections of the Southern Pacific, or it may be built through to San Diego, California.

8. Another trans-continental line is being built through Mexico to Guaymas on the Gulf of California. The line in the United States is being built by the Atchison, Topeka and Santa Fe company, the line in Mexico by a company called the Sonora Limited. This road will run through the fabulously rich mining regions of old Mexico.

All the companies we have enumerated have considerable portions of their roads already built and in operation. Each is backed with ample capital, and each is ambitious to obtain a trans-continental traffic. The importance of these enterprises is not only vast in the magnitude of the capital invested, and to be invested, and the labor expended, but in the still broader phrase of new countries to be opened to settlement, new agricultural regions to be put under cultivation, and immense stores of mineral wealth to be unearthed. The trans-continental as well as the local aspect of the question is fairly bewildering, and the mind fails to comprehend the extent of the great empire that is about to be added to the scope of modern civilization. It far surpasses the romance of oriental imagination and foretells a development and growth and power for the great republic of which its founders never dreamed and which we as yet only faintly begin to appreciate.—Hawkeye.

HECTOR BERLIOZ'S ROMANCE.—While yet a pupil at the Conservatoire (professor also of the guitar in a boarding-school), Berlioz had seen *Hamlet* as it was played for the first time in Paris by an English company, the star of which was the gifted Harriet Smithson. She it was who inspired Delacroix in his picture of Ophelia, who incited the poets, intoxicated the critics, and secured at once the success of the Shakespearean drama, for which the way had been prepared by the new school of *litterateurs*. The student's steps turned every night toward the Odeon, where there had opened for him a new world of which the lovely interpreter formed the only objective reality. After a night of enchantment, cast again upon the barren shore of every-day existence, he let go all earthly aims, and wandered to and fro as reckless of meat and drink as a disembody soul, thinking ever of her who was the reconciling bond between the ideal and the actual, but from whom he was separated by all the distance that lies between glory and obscurity. Suddenly he astonished Cherubini by boldly asking for the hall of the Conservatoire, and still further by obtaining it in the face of his refusal. Miss Smithson should learn that he too was an artist. Copyists, orchestra, chorus, soloists were engaged, and the concert took place, with the usual amount of anxiety and inordinate expectation. But what effect on Miss Smithson? No mention of Berlioz or his concert had reached her ears.

Now, on his return to Paris, he learned that Miss Smithson had also just arrived after a long absence, being about to undertake the direction of an English theatre. Chance secured her presence at the performance of that remarkable work of the composer's *An Episode in the Life of an Artist*, which in fact, is the story of his love, the first part being the *Symphonic Fantaisie*, the second the lyrical monologue called *Leto*. Next day a formal introduction took place, and in the summer of 1833 the two artists were married.

—EMILY ROYALL, in *Harper's Magazine* for February.

—A man is not saved because he is better than other men, but because he is in Christ and Christ in him. He who is lost is not lost because he is worse than other men, but because he is not in Christ and Christ is not in him. Christ's obedience unto death imputed to us by God and received by faith—this is the way, and the only way, to holiness and heaven.—David Winters.

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