

have many advantages over its more northern rival. San Diego is a little more than five degrees east of San Francisco.

If ever Mexico is to be redeemed from anarchy and misrule, it must be effected through some such agency as this. The conviction is fastening itself upon the public mind that, at an early day, we shall be compelled to exercise a controlling influence in that country; and were our people made to comprehend how quickly and easily that could be done through the instrumentality of this road, by its extension into Mexican territory as proposed, it would give great satisfaction, especially when they reflect that no violence will be required,—nothing which can either humble Mexico or excite the jealousy of other nations,—that the object of their desires can be accomplished in the pursuit of legitimate and mutually beneficial commerce, free from interruption by foreign powers, and exempt from all rivalry except that which would arise among our citizens. For our manufactures, we should be paid in wool, hides, animals and minerals, and after a little time, when labor becomes more settled and secure, we should receive the more valuable products of a tropical growth, and have the satisfaction of impressing upon these people our principles of justice, our system of government, and an enlightened Christian civilization.

Avoiding the malarious belt which stretches along the entire eastern seaboard of Mexico, we can reach the great interior basin and the western coast by a route eminently healthy and salubrious. In this way we may expect the bulk of the commerce of that great basin to be carried on through the United States, and over the system of roads of which this will be the forerunner and main trunk. Many trains, conveying passengers and merchandise, not more than five or six days from St. Louis or Chicago, will daily cross the line of Mexico *en route* for all parts of the interior and the western coast, and south to the regions of the tropics, where cotton, sugar, coffee, and all the tropical fruits are, or may be, with our energy, produced in abundance. Those regions may be reached as easily as San Francisco, and a trade may, and certainly will, be established equally valuable, to be enjoyed by this road without a successful competitor. It would be a great error, if, in the projection of our continental railroad system, we should neglect to construct the main line in the direction so plainly marked out by nature by which this trade may be commanded.

I have thus, with the best lights I could obtain, traced the entire line of this magnificent national road, this world's highway, from the Missouri to the Bay of San Francisco. My aim has been to deal with