

every where, on the very day of the arrival of an Atlantic mail steamer, the prices of grain, cotton, and other articles in the European markets, so that they may speculate on equal terms with the citizens of Boston and New York. The politician, who is ambitious, not only of retaining all the states of the Union in one powerful confederation, but of comprising the whole continent under one empire, hails the new invention with delight, and foresees at once its important consequences. Mr. Winthrop well knew the temper of the people whom he addressed, when he congratulated a large meeting, that they might now send intelligence from one end of the Union to the other with the rapidity of thought, and that they had realized the promise of the King of the Fairies, that he would "put a girdle round about the earth in forty minutes." Already many paragraphs in the newspapers are headed, "Received by lightning, printed by steam," and all seem heartily to welcome the discovery as an instrument of progress. When promoting such works, they may exclaim, without boastfulness—

"These are imperial arts, and worthy kings."

After my return from America, I learned that the length of line completed in 1846, amounted to above 1600 miles, and in 1848 there were more than 5000 miles of wire laid down. In that year one of my English friends sent a message by telegraph to Liverpool, in September, which reached Boston by mail steamer, viâ Halifax, in twelve days, and was sent on immediately by electric telegraph to New Orleans, in one day, the answer returning to Boston the day after. Three days were then lost in waiting for the steam-packet, which conveyed the message back to England in twelve days; so that the reply reached London on the twenty-ninth day from the sending of the question, the whole distance being more than 10,000 miles, which had been traversed at an average rate exceeding 350 miles a day.

It is satisfactory to learn that the telegraph, although so often passing through a wild country, in some places anticipating even the railway, seems never yet to have been injured by the lovers of mischief. The wires have also been often struck by light-