

be like trying to escape death itself. I was one day standing in the woods upon a flat stone, in what at certain seasons was the bed of a stream, when one of these weasels came undulating along and ran under the stone upon which I was standing. As I remained motionless, he thrust out his wedge-shaped head and turned it back above the stone as if half in mind to seize my foot; then he drew back, and presently went his way. These weasels often hunt in packs like the British stoat. When I was a boy, my father one day

armed me with an old musket and sent me to shoot chipmunks around the corn. While watching the squirrels, a troop of weasels tried to cross a bar-way where I sat, and were so bent on doing it that I fired at them, boy-like, simply to thwart their purpose. One of the weasels was disabled by my shot, but the troop was not discouraged, and, after making several feints to cross, one of them seized the wounded one and bore it over, and the pack disappeared in the wall on the other side.

John Burroughs.

WILL NEW YORK BE THE FINAL WORLD METROPOLIS?

As a mathematical and mechanical prodigy, the great Roebling Bridge, connecting Brooklyn with New York, is eclipsed by its philosophic aspect, as a vital artery, and a bond of more strength than cables and trussed beams of steel. It is a nerve of conscious identity between the two sides of the double city, not only as the eye follows the ceaseless thrill of movement and the imagination is grasped by the expressive continuity, but especially as the crossing populations grow habituated to the indivisible expanse of city beneath and around on every side, within which the glimpses of a boundary river show like partial seams in an almost seamless whole. With this imposing specimen of the spontaneous evolution and integration of a great metropolis before every eye, it may be hoped that a somewhat novel treatment of the great New York question, on general and vital principles, may meet with thoughtful appreciation. The statistical evidences might have been revised to a later date; but the totals, and the illustrative effect for which they are used, would still have been, to all intents and purposes, the same.

The metropolis is the chief organ through which both expression and effect are given to the genius and character of a nation. It is the brain, from which the nerves of public intelligence and impulse spread to every extremity, and to which the minor centers and ganglia are unconsciously subsidiary. It is the heart, whose pulsations gather and redistribute the vital currency from and to the remotest veinlets. It is the alimentary center where the national wealth is digested, mobilized, and infused into the circulation to nourish every fiber of the system. There can no more be two such vital systems and centers in a nation than in an individual. No such *usus nature* was ever long preserved. As

in the individual, so in the whole, the singleness of such organs is the unity of the being, and their size and vigor are the measure of its vitality and power.

History is little more than the history of capital cities. "Paris is France." Blot out from English annals all that was originated or consummated in London, and what have you left? Rome was the ultimate focus of vital force in the ancient world. No people ever successfully organized and maintained itself with a plurality of capitals. A second capital rent the Roman empire in twain. Babylon culminated on the ruins of Nineveh.

In our own young country, the organism is not yet perfectly defined. More than one quasi metropolis aspires to be the vital center. Arguments have been constructed from plausible data in favor of each of these expectant capitals. Dubious opinion in most minds, perhaps, halting between such arguments, has questioned whether any one city were destined to metropolitan supremacy in America. But, despite the force of rival pretensions, our glimpse of national physiology instructs us that there must be one and only one center of the continental nationality tested and consolidated by the war for the Union. Assuming, as a first principle in political philosophy, that national being is organic and analogous to the individual organism,—inevitably developing, if not developed from, one central sensorium,—it follows that every local movement from partial causes, however powerful, must merge at length in a common vortex of national force and motion, a metropolis commensurate with the future of the American republic. The greater the complexity of genius and the exuberance of vitality exhibited in so many Titanic rivals, all so unlike, the more majestic, simply, the center to which they must all prove tributary at last. The sys-

tem must have a sun outweighing the sum of its parts, and necessarily can have but one.

The physiological and cosmical analogies will not be equally satisfactory to all minds. A more mechanical argument, however, leads to the same result. As a permanent equilibrium between any two or more rival centers is morally impossible, it follows that some one of them must sooner or later gain an advantage in mass and momentum that will tend thereafter on every occasion to augment itself. For an illustration of the tendency, take the centralization at New York of the vast commercial developments of the third quarter of our century, such as the gold and silver product of the Pacific States, the railway and telegraph systems of the continent, or the multiplying lines of transatlantic steam-ships. A number of powerful causes have coöperated in each of these centralizations, but a single sufficient cause may be found in the determining attraction of the superior mass and magnitude of affairs at this point. The presence of a superior bulk of business and capital at a certain point insures better equipment and larger opportunity there for important transactions, and thus of itself furnishes a controlling motive to draw such transactions together. Every new addition attracted to the controlling mass goes to make the motive and the certainty still stronger for the next, and so on, until the tendency becomes a necessity, fixed beyond all power on earth to change. It is true that, during the earlier development of the country, new conditions are liable to arise of sufficient power to reverse the relative rank of its leading cities. One pound may overbalance two, if it can acquire a double leverage. The Erie Canal gave such a leverage to the city of New York against the once preponderant city of Philadelphia; and so the minor mass overcame the greater and became the greater. It is conceivable that the like might happen again, in a country so young and vast as ours, and with such inscrutable possibilities yet in reserve. But it is certain that such oscillations must come to an end at length. There must be some point really strongest on the whole, and that point cannot fail to discover itself sooner or later. Thenceforward, the tendency of things to converge to that point increases by geometrical ratio, until the overpowering solarity of the accumulation precludes even the initiation of any counterbalancing movement.

While the rival provincial centers are testing their possibilities, and thus determining the true national center, the country itself is involved in an analogous process, on the scale of ages and the world, slowly developing a super-organization of the commonwealth of

man. Organic centralization or headship is the necessary consummation of every grade of life, by which it reaches and passes to the plane above it—from individual being to that of family; to that of society and party; to that of nationality; to that, yet unperfected, of the world. The past inchoate stages of world-organization, provisional, partly abortive, but every time progressive, stand out boldly in the historical retrospect, mainly three: Babylon, Rome, London. While national centers, once fixed, however crudely, by the natural maturing of national organization, have never been (naturally) displaced as such, the immaturity of the world itself, as well as the direction and destination of its grand advance, is indicated by the successive westward removals of its imperial head-quarters. There remains but one possible further stage and stopping-place to be made. A glance at the course of metropolitan development in the past will throw light upon its future method, direction, and final goal.

Capitals were primarily of military origin, from which a political development naturally proceeded. This primitive politico-military motive was directly opposite in its requirements to the later commercial motive of metropolitan growths. It shunned the then barren sea, from which the dangers of piracy and invasion came earlier than the blessings of commerce. Consequently, civilization at first centered and fortified itself on the richest inland plains or in natural strongholds.

The rise of commerce at length brought a new influence to bear on the location of capitals, modifying but not overcoming the effect of the politico-military motive. They cautiously approached the sea, seeking an outlet by navigable rivers, but keeping at a defensible distance from their mouths. Examples: Rome on the Tiber; London on the Thames; Paris on the Seine; Vienna on the Danube; St. Petersburg on the Neva; etc. Tyre and Venice, purely commercial capitals, inaugurated, or rather foreshadowed, the commercial era, and temporarily anticipated the possibility, which was long in becoming realized, of great sea-coast cities. Not until the modern epoch of international security under international law could commerce build her peaceful capitals, for the congress of nations, on the ocean harbors of Liverpool and Havre, Boston and New York.

This radical change brings into the modern metropolitan re-organization of mankind new powers and resources immensely transcending the old. And it is a very potent conjunction, in our own horoscope, that the pure product of these novel powers (hardly even yet permitted free course in Europe) is to be first

realized in the New World; and that, far more freely, rapidly, and perfectly than will be possible at best under the primitive malformations and misplacements of national centers, and among the irreconcilable fragments into which the past ages of violence have broken up the Old World. It would seem to pass all bounds of moderation, if we could venture here to forecast and apply the ratio of this one advantage in the American future over all the progress of the past.

Providence never before laid out a nation on a scale that was more than petty in comparison with the continental, climatic, and oceanic frame of the American republic. Never before in history has there been a movement of men that was not petty and cramped in comparison with the outpouring of all races into this vast national frame-work. Never before was there any possible fusion of such diversities of national genius as we see commingling here in a general reunion of human elements dispersed ever since Babel. In short, there has never been a possibility before of a nation so vast and coherent, so complex and coalescent, so vigorous and pacific, so free and orderly, so universal in resources and faculty, and so miraculously progressive in population, wealth, and every element of power. Our infant stature is already that of the greatest nations before us. They have filled their measures at a limit of growth where we are only beginning, and must henceforth overflow into the limitless channels of our destiny. Every probability in both hemispheres conspires to sustain for an indefinite future our past marvelous ratio of growth. What, then, is the rank of the destined metropolis—for one it must have, as surely as a man must have a head on his shoulders—of such a nation? Attraction is proportioned to mass, in the social as well as physical universe; and the center of this unexampled mass must be a center of unexampled attraction for the commerce and resources of the world. That America is the great nation of the future,—for the world's circuit is now completed with America,—and that consequently the American metropolis must be the great city of the future, we might here take for granted without further discussion, and proceed to the question of its place and formation.

Looking at the latter question without a particle of local pride or partiality, we could with equal interest trace the probability of our present leading city being outstripped in the race by either of its quite as honorable and amiable rivals. Nor do we find conclusive argument in the group of local conditions for the development of a great city here, al-

though it must be admitted that, as a whole, they are nowhere else matched in history or geography. As yet, this only shows that, since greater cities certainly have arisen under inferior natural conditions to these, greater cities may again. The points of greatest promise have not always become the sites of the greatest cities, on the coasts either of America or of Europe.

Nor yet is there conclusive argument in the coincidence of this unparalleled group of natural conditions with present actual pre-eminence. The Old World has left many of its once imperial centers literally buried in the track of its westward-moving vortex. Today, we are told that Damascus, to which of all cities the hyperbole "Eternal" seemed fittest, after looking on the rise and extinction of Nineveh, Babylon, Thebes, Tyre, Palmyra, and a host of more modern capitals, in a lifetime of four thousand years, is at last bleeding to death from that stupendous cut, the Suez Canal.* Perhaps no prescience less than that which described the doom of those cities, by the prophets, ages before the currents of change that should drain their existence became conceivable to man, could certainly forecast the destiny of any of the lusty germs now swelling in this continent. Nevertheless, we have here scientific elements for calculating the position of the world's future center with the highest moral certainty.

Whatever political cataclysms and transformations may be in store, the North American continent is certainly occupied and organized commercially, at least, for an æon to come, by one English-speaking commonwealth. Into this, it is equally certain, the excess of the Old World's vitality, crowded to the verge of Europe, must continue to overflow as now, with enormous expansion of liberated force, until the massing of power on both sides the Atlantic will become at no distant day equal.

Thus the world's weight must continue to accumulate on one side of the globe, in two masses facing each other across the comparatively narrow Atlantic, with the vast breadths of Asia and the Pacific Ocean, respectively, behind them. These great distances, amounting to two-thirds the earth's circumference, must forever keep the back of the Old World toward the east, and that of the New World

* "Concerning Damascus: * * * they have heard evil tidings; they are faint-hearted; there is sorrow on the sea; it cannot be quiet. Damascus is waxed feeble and turneth herself to flee. * * * How is the city of praise not left!"—JEREMIAH, xlix. 23-25. Isaiah declares: "Damascus is taken away from being a city, and it shall be a ruinous heap." This prophecy certainly defers the end of the world at least one more century yet.

toward the west, with their faces toward and near each other,—perpetuating the mutual transatlantic attraction which now focuses all great lines of movement, from both ways, in the direction of London and New York.

It is plain, therefore, that the world's center must be on one or the other Atlantic sea-board, until the Asiatic leads the van of progress, and Peking or Shanghai overshadows London and New York!

For it is manifestly impossible for the location of the American metropolis to be controlled in any degree by the American center of population. It must, by the nature of commerce, be on the sea-board, at any rate. But if there were no such consideration as sea-board, it must still be drawn to the eastward border, as now, by the powerful attraction of the European mass. These two causes will still determine it to our eastern coast, after the world's center itself shall have crossed the Atlantic, viz.: the sea-port necessity, and the still decisive force which Europe, as an inferior, must continue to exert; just as the present inferior influence of America would make it impossible to transfer the power of London, say, to Constantinople, even if the latter were the center of gravity of the Old World.

On which sea-board, the European or the American, the great center must rest at last, is another easy question. Its solution has been anticipated, in the vastly superior capacity and adaptation of the new continent, the plethora of the old, and the expansiveness of liberated forces. It is, simply, as the case of a boiler crowded to the limit of its strength and then put in connection with another of ten times its size. If it is a question which boiler will contain most steam after a few minutes, it is equally a question whether the weight of the world will ever be west of the Atlantic or not.

Having, then, approximately determined the longitude of the future cosmopolis, let us see what data we have for computing its latitude.

The temperate belt on which the imperial cities of the past have formed a line is a condition too intelligible, as well as invariable, to be disregarded in laying plans of this sort for the future. And yet a very prominent New York merchant and publicist, in contributing his quota of opinion for this article, said that, unless certain extraordinary measures were adopted by New York, the bulk of Western and Southern commerce would soon find its way to the magnificent harbors of the James River and the Mississippi. Why it has never yet begun to do so he failed to explain, and from a point of view so narrow it would

be impossible to see. But any one who has been much engaged in business at the South can give a reason deeper than slavery or yellow fever. The testimony of such a witness (to the writer) is that no man who goes to the South, of however energetic race, persists in a course of urgent enterprise and hard work long after he finds himself able to delegate his drudgery and "take it easy." As a rule, there can be no such thing in a Southern climate as a hard-working proprietor in command of large resources and affairs.

Such is climate on the southward, depressing the dynamic or human factor in progress. On the north, again, it braces the personal force, but wars against the material conditions. Midway, on the latitude of New York, Philadelphia, and Baltimore, we have to contend, right and left, with both difficulties; and the inequable peculiarity of our Atlantic coast climate gives formidable effect, even here, to heat and cold by turns. North of this median line the latter adversary looms up so abruptly, in the obstruction of commerce by ice and snow, as to exclude the New England ports from the range of our inquiry. South of it there is no port where the energy of the dominant (northern) races of the modern world can hold its own. We find the magic belt narrowed for us to the measure of a moderate day's ride, with no port on either side exempt at once from the visitations of ice and pestilent or depressing heat. Of the three cities on the belt, Philadelphia and Baltimore, by their inland positions, suffer perceptible disadvantage from both heat and ice. New York alone—standing out to the ocean on a southward-looking coast, while open straight to the north as far as Canada, through the channels of the Hudson and Lake Champlain, and divided by many waters into strips of island and peninsula—enjoys a bracing and temperate climate throughout the year, where all the wholesome rigor of the north is free to stimulate her energies but forbidden to bar her gates. It is a singular, even an astonishing, position; like nothing else, altogether, in the preparations of Nature for Man.

And yet this decisive condition is but one of many, equally remarkable and peculiar—a combination of manifest design before which we can scarce but stand in awe. In all the conditions of both foreign and interior communication, the port of New York excels all others, not only on our own coast, but on the globe. Impressive as are the evidences of providential design in the laying out of this continent for the final scene of human development, the plan of its natural outlet and *entrepôt* at New York is in every respect

commensurate and continuous with the rest. Believer and skeptic must agree, in view of the now visible destiny of the country, that this spot seems as if planned at the creation for the ultimate center of the world. Its harbor is beyond comparison or even conceivable improvement in every requisite for such a purpose: size and depth abundant for all the shipping of the world at once; unbroken shelter, perfected by vestibule harbors covering both its narrow gate-ways as with double doors; accessibility by a few minutes' steaming from the open Atlantic; absolute freedom at once from depressing heat and obstructing ice; and a land site practically unlimited for the diversified requirements of a high civilization, penetrated in every direction by navigable avenues conducting fleets from all oceans direct to the doors of merchants, manufacturers, and lines of transportation, on a hundred miles, if need be, of maritime water-front.

Again: looking inland, we find ourselves at the natural outlet and inlet, the great auricle and ventricle, where the channels of internal circulation meet to carry the pulsations of commerce to and from every part of the continent. The natural and the artificial conformations of these interior channels are equally remarkable.

The Hudson River, the chain of great lakes, and the Mississippi with its huge branches, lack by nature but two short links, almost ready-made, of one commercial water-course sweeping around from South to North and from West to East, through the whole latitude and two-thirds of the longitude of the United States, draining the larger and richer part of its area with a navigable course of five or six thousand miles, and finding its main outlet at the harbor of New York. The eastern link lacking to this stupendous natural circuit was completed but fifty years since by the Erie Canal, and here is the commercial delta it has created at its mouth: the present city and dependencies of New York, already more than twice the size of its late superior, and equal in population to all four of its rivals (if such they may be called) rolled into one.

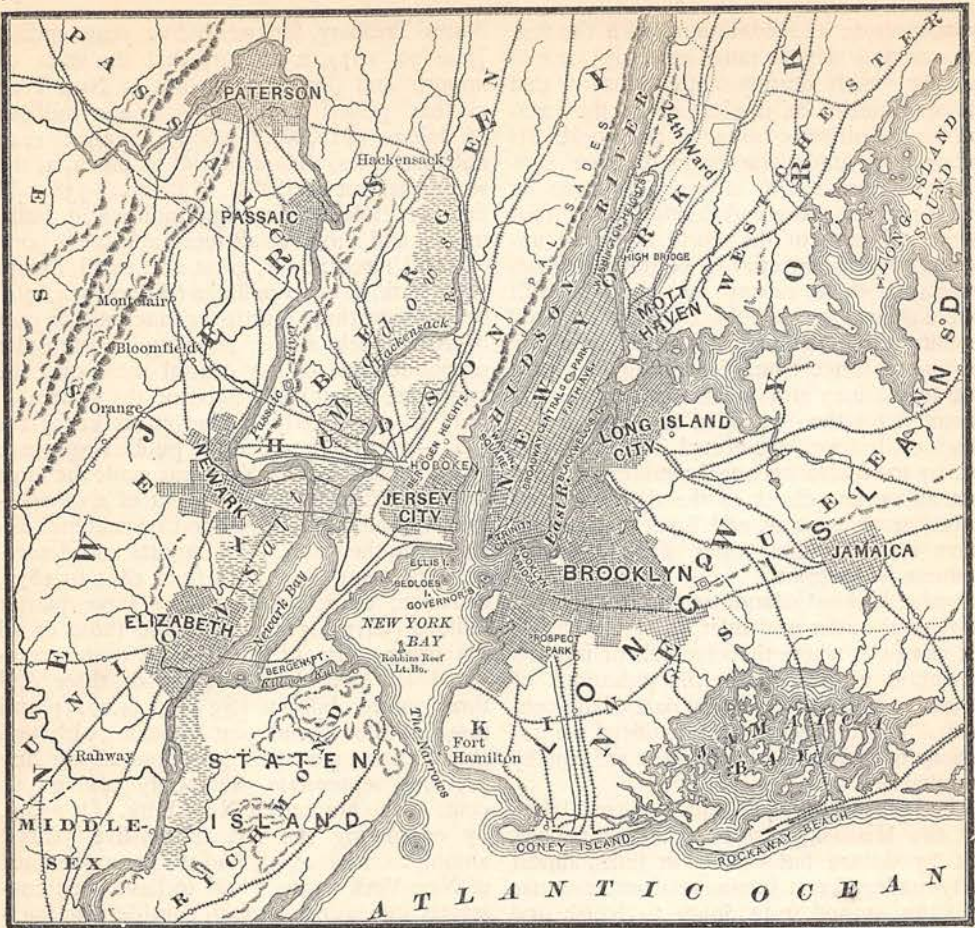
And now, on a similar yet still grander scale,—the young railway system of the continent, the growth of yesterday as it were,—debouches a hundred thousand miles of traffic through a thousand trains a day at this center.

We have insensibly slid from natural arrangements to accomplished results which have taken their places also among the fundamental and controlling conditions of the future. A certain mass and momentum attained assure their own increase in a geometrical ratio thenceforward. From the records of the United

States Treasury, for twenty-five years ending June 30, 1877, it appears that the value of imports and domestic exports at New York in that period was nearly 13,000 millions of dollars (\$12,884,760,669); against 1245 millions, or less than *one-tenth* as much, at the second largest port, that of Boston; 938 millions at Philadelphia; 839 millions at Baltimore; and a total at all these and other ports of the United States, great and small, except New York, of 9000 millions (\$9,006,074,676), or less than three-fourths as much as the port of New York alone: showing a true solar preponderance of the central mass over the aggregate of all other parts of the system.

If we take only the seven recent years (1871-77) during which the public negligence characteristic of New York was made the most of by a vehement development of rival energies and advantages, we find no material difference in the result. The imports and domestic exports at New York from 1871 to 1877, inclusive, exceeded four and three-quarter billions (\$4,752,525,134); while those of all the other ports of the United States combined fell considerably short of three and three-quarter billions (\$3,690,134,001); and those of the second port (Boston), although raised forty per cent. or more above any previous septennate, were only twelve per cent. of the amount at New York. Or again, by comparing the last twenty-five years* among themselves, we find the preponderance of New York on the whole to have been constantly increasing through considerable fluctuations. The first five of these years showed a far lower relative amount of commerce at New York, and that too in the lately much contested matter of exports, than any subsequent portion of the twenty-five. These statistics, however, relate only to merchandise, and fall very far short of showing the true relative importance of the commercial metropolis. It is computed that, including financial operations, seven-eighths of the foreign commerce of the country is transacted through New York. The entire circulation of capital, currency, and exchange has its vortex in Wall street. It is the money market of the whole country, determining all values and movements, and holding all other financial systems in a provincial and subordinate relation. Here, and not in mere material or numerical bulk, we come upon the true and indivisible metropolitan character. The continental heart is here visibly struggling into shape from formless mass, clearing its monstrous mouths and arteries, and pouring

* [These figures are brought down to 1877,—the first draft of the article having been prepared in 1878.—Ed.]



MAP OF NEW YORK CITY AND VICINITY.

STROTHEN, SEEVOS & CO., ENGRS., N. Y.

back and forth deeper and richer tides of active wealth from day to day. Nor is the cerebral development on a less gigantic scale. The magnetic sensorium, the New York telegraph office, radiates 250,000 miles of intelligential nerves to ten thousand minor centers in America and to every city of the civilized world. It is probably safe to put the postal and telegraphic correspondence of New York City at three or four times the aggregate of all the other ports of the United States.

Restricted space permits but such close selection and brief statement of cardinal points, in the argument on the main question, as have now been presented. Discussion and elaboration must be left for others or for a broader opportunity. A like apology should preface our cursory survey of the internal features of the future cosmopolis.

The city thus established and firmly assured in its metropolitan character will continue to grow in every practicable direction, as water will find its level in any number of connected vessels. A circle of about fifteen miles radius

from the center of Manhattan Island will reach as far as will be convenient for average business purposes under such conditions as we can now anticipate. This will make an area of about seven hundred square miles, large enough to give the city free choice in the direction and character of its growth, which will, of course, be more or less irregular and capricious. A site so spacious, even if one-half be neglected and one-seventh be water, will still have an occupied area double that of London, and sufficient by reason of its singular adaptations for many times the business of that city.

The foregoing map is divided by the Hudson River into two parts, east and west, each exhibiting a marked character of its own. Looking at the obvious physical aspects, we observe that the foreground of the western division is profusely channeled with navigable waters and water-power courses, and overlaid with a congeries of terminating railroads. Within this semicircle there is a mile of railroad per square mile of territory. A strip of its eastern water-front, three

miles long, is the actual meridian line where the wheels of continental railway traffic meet the keels of ocean steam-ships. Of the one hundred thousand miles of North American railway lines, but a small fraction fails to connect with the steam-ship fleets at this wharf line.

A vast defect seems to condemn some ten thousand acres in the foreground as an impracticable morass. But "this effect defective comes by cause," and for good cause, equally with the waste of waters, to which so inordinate space seems to be surrendered. The extensive tide-water flats, redeemed from overflow, are destined to play an important part in the future of the cosmopolis. They will furnish the cheap and level ground needed for railway sidings, for long wharves on deep-water frontage, and for the yards and buildings required for the storage and handling of bulky commodities and raw materials. Back of these marshes lie two of the most important manufacturing centers of America, Newark and Paterson, so closely joined to New York by business relations and swift railway communications as to be virtually workshops of the great city. Finally, in the rear of all this apparatus of commerce and manufactures, in the west and north of the semicircle, there rises a romantic region, cleft by deep rivers and ravines, and terraced with magnificent heights, tier above tier, overlooking the central city and all its white brood of suburban towns as far as the ocean horizon.

Turning now to the other division of our map, east of the Hudson, we find it unbroken by the arduous heights or broad water-ways of the western section. There is not a sign of water-power. There are no wide spaces of cheap and vacant land like the marshy flats between Bergen Heights and the Passaic. Everything is adapted by nature to the brisk circulation of air, drainage, and traffic,—for continuous streets and close building. Not a circumstance is wanting for the model site of a compact city, the densest massing of life and business with the closest economy of time and strength. The narrow water-way of the East River, which intersects the eastern semicircle, has in fact assisted to widen rather than contract the city's growth. New York and Brooklyn and adjacent Long Island, and the Westchester peninsula, as united by bridges and steam transit, form one city site as much as the two banks of the Seine at Paris or of the Thames at London, and are certain to become municipally united.

The two divisions thus topographically contrasted are also geographically separated by a river over a mile wide, while politically they are as far apart as two States, of opposite

temper and traditions, can fix them. Yet their inseparability as one interwoven commercial growth is plainly manifest at this early stage. Each division, with its subdivisions, is complementary and harmonious with the others.

The pivot of the whole development is on the eastern side, at the lower end of Manhattan Island. Here is the permanent financial center. It will not move, for all the world seeks it where it is. Wall street will preserve its character as long as the cosmopolis endures. Banking, exchange, stocks, insurance, capital and merchandise brokerage, speculation, and financial and commercial agencies from all parts of the world, will circle around Trinity Church until its walls crumble. Offices of railroad and mining companies, of steam and other shipping, of telegraphs, of staple imports and exports (stores and warehouses crowded into the distance and for the greater part on the Jersey flats) next center closest around the financial hub, attended by manufacturing and miscellaneous corporations, lawyers without number, brokers, courts, newspapers, and, farther up, the importers of foreign and agents of domestic manufactures. The physiognomy of this part of the city is fixed, and will only become more pronounced in time by the crowding out of small manufacturing concerns and warehouses for the storage of heavy products. The jobbing trade will continue its march up town, and perhaps halt around the Hudson River Tunnel Depot to be opened near Washington Square. The retail dry-goods trade, following the tide of fashionable life, will go northward until stopped or turned by the corner of Central Park.

After finance and foreign commerce, fashionable trade and society will eventually be the chief features of the central city. The centralization of true metropolitan commerce, which is to make lower New York the London of the future, will make upper New York its Paris. Exclusive society in New York can scarcely be said to have any fixed and distinct habitat at present. It is in transitional lodgings, looking about, as it were; ready poised to take wing for some choice new quarter, well walled from vulgar intrusion. Where that quarter is to be, however, can hardly be a question. One suitable spot remains, and that is at once so beautiful, so isolated, and so admirably adapted, that one is almost constrained to believe that the susceptibilities of sublimated snobbery are not beneath the Providence that cares for the sparrow. Four or five square miles have been laid out by Nature on the peninsular upper extremity of the island, between the Hudson and the Harlem, at an elevation of from

fifty to a hundred feet above plebeian street grades, expressly for the "court" quarter of New York's future aristocracy. It is a ridge about a mile wide, with abrupt sides and a broad top; overlooking at once, on either hand, the magnificence of the Hudson beneath the Palisades, and the romantic nooks of the Harlem and Spuyten Duyvil, with the glittering reaches of Long Island Sound; swept by the purest airs from land and sea; almost self-drained; and drained again of drainage at its base; inaccessible, in short, to the odors of the common world, to the heavy wheels of commerce, and to the enterprise of speculative builders.

As if all this were not enough, the opposite shores on every hand are all of the same sort, and waiting to be united in one by suspension bridges from height to height, anchored in the ready-built rocks. In fact, the city has already one of the most magnificent bridges in the world, spanning the Harlem from bluff to bluff—the famous "High Bridge" of the Croton Aqueduct. Whenever wanted, an upper story can be built at small expense on this massive structure, and roofed with a fine level road-way from Washington Heights to the villa-crowned hills of the Twenty-fourth Ward. The earliest wholly new bridge to be called for in this quarter will perhaps be the already chartered suspension bridge across the Hudson from Washington Heights to the Palisades. This will—not soon, but surely—connect the magnificent boulevards now building on each of the opposite heights in a continuous drive of fifteen miles, which, for eminence of prospect, luxurious convenience, and picturesque variety, can never be matched in the neighborhood of any other great city on the globe. The elevated railways through the north-western quarter of the island bring this region at once into practicability, and some coming wave of prosperity will sweep an overflowing wealth into splendid piles and rows along the sightly heights.

The plainly marked locality of fashionable life as plainly determines that of fashionable trade. Retailing will retain its present base on the central avenues leading up to the Park, preëminently the Fifth, and will culminate either about the lower end at Fifty-ninth street, or possibly on the western (Eighth-avenue) side of so agreeable a drive as that by way of St. Nicholas avenue and the Park from the upper ten thousand homes to the shopping quarter.

For the great middle class, of reasonable tastes and aspirations, whom choice or convenience will retain in the close city, broad provision is made on all sides of the Central Park; but it is derogatory to the prospects

of the city to suppose that any of the insular space will long remain cheap. As a brake on the progressive expensiveness of the center, however, the continued distribution of population on both sides of the East River throughout its whole length is plainly secured by the admirable counterpoise of the new steam transits north and east respectively. Brooklyn has long been simply the habitable quarter of New York nearest to business and cheapest for residence. The New York elevated railways, which would have thrown that quarter into the distance, are opportunely balanced by prospective Brooklyn steam transit over the great suspension bridge, recently completed, at James's slip, and the prospective Blackwell's Island bridge. This will put progressively cheaper city homes and lighter taxation within five, ten, fifteen, and twenty minutes from business, and secure the continued preference of a large population, of moderate city tastes. Brooklyn has already more than half a million inhabitants. It has ample room for unlimited growth over the level fields of Long Island stretching out eastward, and can spread southward ten miles to the sea if need be.

A cluster of cities with an aggregate population of nearly a third of a million has already grown up on the New Jersey arms and affluents of our metropolitan harbor. More foreign goods are now landed in Jersey City and Hoboken than in any other place in the United States, except New York. Paterson is one of the greatest silk factories of the world. It makes nearly all the sewing silks and two-thirds of the colored silk dress goods and ribbons sold in this country, and is besides eminent in the building of locomotives and machinery. Newark is a swarming hive of industry, with 135,000 inhabitants. It is the special seat of gold jewelry, leather, small hardware, and thread manufacture. Of the whole west side congeries of cities, it is the natural and actual nucleus,—stretching its gas-lighted streets in every direction, to Elizabeth, to Orange, to Bloomfield and Montclair, and seven miles along the Passaic on both sides. Newark is a city of a special character, quite the antipodes of Paterson or any other mill city. Instead of machine tenders, it is full of skilled artisans, and hence it is and always will be the home of the finer mechanical arts. At Elizabethport, sewing machines for half the world are made. The anthracite coal of eastern Pennsylvania is the best fuel, ton for ton, in the world. It naturally seeks tide-water at this point, coming down from the mountains to the sea by easy descending grades, in long trains, with great economy of motive power.

The cost of this coal at Paterson or Newark is only about half its cost in the New England manufacturing towns.

The west side of our future cosmetropolis is provided not only with unlimited waterfronts for commerce, and immense level spaces for factories, warehouses, and railway tracks and yards, but it has lofty plateaus and ridges overlooking all the busy haunts of labor and commerce, and admirably adapted for residence quarters. Between the Hudson and Hackensack rivers rise the Palisades—precipitous walls on the east, steep slopes on the west, and on the top a broad table-land. Mountain-high at its northern extremity, this singular formation descends gradually as you follow its crest until it meets tide-water opposite Staten Island. Its lower end is covered with a village-like growth, belonging partly to Jersey City, partly to Hoboken, and partly to petty municipalities. Forty thousand people now live upon this lofty ridge. The number will increase to two hundred thousand, perhaps to half a million, with the growth of the metropolis and the now assured construction of the Palisades railroad, running from Jersey City the whole length of the ridge. At the upper end of the Palisades, the country is still nearly all forest. The Palisades railway, connecting with the new ferry of the West Shore Company, will reach the heights by an easy grade through Opdyke's Gorge, and run northerly along the summit to Alpine (opposite Yonkers), at such a distance west from the cliffs as not to disturb their seclusion and repose. The few villa residents established here are the pioneers of thousands who will soon convert the whole plateau into a park and a garden. Like an island in the atmosphere, hung in all its sylvan wildness over the crowded roofs and ways of men, the scenery of this outlook is simply amazing. Not that it is vaster in extent than may be seen from other summits, but that it groups features of grandeur so diverse and opposite, such a range of the boldest contrasts, from the largest scale of man and civilization back to the monstrous forms of chaos, all right under an eye poised in mid-air. You toss a pebble out and watch it fall, down, down, until it approaches the topmast of some gallant ship in the busy but here noiseless port below. There is the ocean far out on one hand, and the measureless magnificence of scenery stretching westward to the Ramapo mountains on the other, and between are the great rivers converging into the wonderful harbor of New York, with their countless fleets and shining sails and bustling steam flotilla,—all down, almost plumb down, it seems, beneath your eyrie crag. And still around you, in this weird altitude, is a world

above a world, of green groves, lawns, and the homes of happy people.

Between the meadows of the Hackensack and the valley of the Passaic is another ridge less lofty, already dotted with villages. Still further west rises the Orange Mountain. On the approaching slopes gleam the pretty towns of Orange and Bloomfield, where thirty thousand people find pleasant homes, with flowers, gardens, lawns, and shaded streets, and city comforts of water, gas, and street railroads. On its spreading base sits Montclair. The terraced ascent from tide-water at Newark to the green crest of Montclair, faces the sunrise with a land-rise of six hundred feet in six miles. To a spectator on the heights, the emerald sea comes up in a succession of long rollers crested with foam of cities and flecked with gleams from a hundred thousand roofs. The luxuriant verdure rolls half up the vertical rock face of its western wall, the "Wat-Chung," or First Mountain,—aboriginally and historically so called, although we fancy the ultimate designation of its commanding brow will naturally be that we have assumed for it—Montclair Heights.

From this grand gallery of the metropolitan amphitheater, at any point in its eight miles' length, the level eye strikes through the clear upper air far over the towered heights of the Hudson and Brooklyn shores to the clouds that blend with the ocean horizon. The lowered glance falls through crystal depths far down to a bottom overspread with great and minor cities; with populous villages; with the homes and works of over two millions of people; with a maze of broad rivers, harbors, and fleets; with smoke-traced lines of transportation converging from all the continent; and with a world of luxuriant scenery besides, in which all this commercial magnificence looks scattered and obscure.

Space is wanting here to complete the circuit of the great city's beautiful suburbs—to speak of more distant New Jersey towns like Plainfield, Westfield, Rahway, and many others, essential parts, all of them, of the life of the metropolis, and bound to it by the daily passage to and from New York of half their populations. Space also is wanting to speak of Staten Island, that picturesque combination of highlands, forests, and sea, rimmed round with villages and destined to be covered with suburban homes; or to describe the summer towns by the ocean, which make almost a continuous line of hotels and cottages for forty miles out of the city on the Atlantic coasts and the shores of the Sound.

We have barely sketched the ground plan of the future cosmetropolis and its suburbs.

Two millions of people now live within its natural limits. It is not rash to predict that, long before another century passes, its population will surpass that of London, and that it will be the unrivaled center of finance and commerce, of luxury and fashion, of art and literature — the heart and brain, in a word — of the civilized world.

William C. Conant.

AT CASTLE HILL, NEWPORT, R. I.

An isle that swims a galaxy of isles,
Like flowers afloat upon the breast of ocean,
O'er whose horizon many an island piles
Its rocks of fleece, and cape by cape beguiles
The view with lands in soft, continuous motion.

An island whence are isles and isles descried,
Green, brown as moorland, fringed with sea-weed yellow
Whereto there flame by night across the tide
The eyes of islands that must lonely bide
Till darkness falls before they greet their fellow.

And into isles a charm the land divides
Whenso the white scales of that serpent quiver
The sun abhors; coil upon coil it slides
Up from the sea, and through the hollow glides,
And moats the hill-tops with a ghostly river.

An isle whose fiords are islanded again,
Whose lakes, where cardinals flash and lilies cluster,
Have isles the fragrant iris loves to stain
With purple eyes wherein the eye is fain
To note small islands black and gold of luster.

The very moon along the eastern wave
Glowes like an island of clear brass, and wonder
Falls with the twilight to behold her pave
The bay with islets bright as tides that lave
The sun when he with all his pomp goes under.

Foregather still to isles the wind-worn trees,
Their verdures differing from swamp and dry land;
The flocks of sheep that crop the perfumed leas
Bunch into isles, and, hark! upon the breeze—
The clang of wild geese from their feathery island!

And there be hours when unseen crystal hands
Pour from on high upon the isles an ichor,
Balm for dull eyes; when, as at stroke of wands,
Specters will start, faces of lonesome strands
Leap to the view athwart the salty liquor.

Ah, every man and woman of the maze
Is but an island, ringed by waves abysmal;
And though they yearn, and though they go their ways,
And woo and wed, seldom the chosen gaze
True-eyed, by night, across the waters dismal.

Charles de Kay.