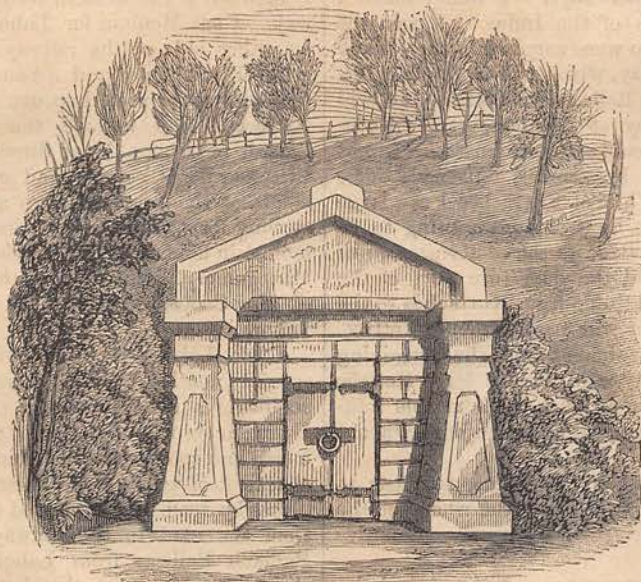


obtained for any one of the other candidates. The Vice-President, Mr. Breckenridge, therefore officially declared Abraham Lincoln elected President of the United States for four years, commencing on the 4th of March, 1861.

On the morning of February 11th, Mr. Lincoln, with his family, left Springfield for Washington. A large concourse of citizens had assembled at the depôt on the occasion of his departure, whom, with deep emotion, he addressed as follows:—"My friends, no one not in my position can appreciate the sadness I feel at this parting. To this people I owe all that I am. Here I have lived more than a quarter of a century; here my children were born, and here one of them lies buried. I know not how soon I shall see you again. A duty devolves upon me which is, perhaps, greater than that which has devolved upon any other man since the days of Washington. He could never have succeeded except for the aid of Divine Providence, upon which he at all times relied. I feel that I cannot succeed without the same Divine aid which sustained him; and in the same Almighty Being I place my reliance for support, and I hope you, my friends, will all pray that I may receive

that Divine assistance, without which I cannot succeed, but with which success is certain. Again I bid you all an affectionate farewell."

Having traced the career of Abraham Lincoln from infancy to mature manhood, and from the humblest industrial labour to the possession of the highest dignity which his country could bestow, we take leave of him here, feeling very sure that the lesson of his life can hardly be lost or misapprehended. The events of the four years that followed his assumption of the Government—years of unparalleled suffering and trial, and of unflinching adherence to right and justice amidst the horrors and alarms of the bloodiest struggle of modern times—these are too well known to need recapitulation. How thoroughly the man of the people redeemed his pledge to the people, and postponed every consideration of his own interest or ease to their welfare—how ready and prompt he was to stay the shedding of blood and quench the spirit of revenge when his enemies were at his feet—and how, in a moment of seeming rest and tranquillity, he fell by the assassin's hand—all these things are still fresh in our memories, and we recall them involuntarily with the honoured name of Abraham Lincoln.



THE TOMB OF ABRAHAM LINCOLN.

### COTTON AND RAILWAYS IN INDIA.

At the end of last autumn Mr. William Campbell, a gentleman connected with railways in India, and recently returned from the East, communicated valuable information upon the capabilities of the Punjab and other districts for growing cotton. He was asked by the Council of the Cotton Supply Association to furnish them with a written report. Residing at Umritsur, which he describes as the Manchester of the Punjab for commerce and enterprise, he had opportunities of witnessing the marvellous changes effected by the opening of the railway from Lahore to Multan. He is of opinion that the Punjab could by railways and by irrigation be made one of the most fertile and prosperous countries of the world. Scinde and the Punjab, with the States under control, cover an area of 130,000 square miles, with a population of about 25,000,000, industrious and hardy for labour; and the administration is a model to all parts of India.

Mr. Campbell's report, apart from its mere commercial aspect, presents so interesting a view of the progress and prospects of railways in India, that we are sure our readers will be glad to have some extracts from the personal narrative:—

I visited the railway stations at Bombay, and saw the passenger trains arrive and depart. There were crowds of native passengers, all of whom were quiet and orderly. I saw also the goods trains, and every waggon was well loaded, and full of cotton and general merchandise. It was said all over Bombay that the railway companies could not meet the wishes of the trading community, arising from a deficiency of rolling stock. Parties in the cotton districts had to wait for weeks before they could get their goods sent to port for shipment.

The passenger trains were well filled with second and third-class passengers. Many of the Parsee ladies rode

in the trains unveiled, a proof that caste is gradually giving way to modern customs.

After spending a few days at Bombay I left by steamer for Kurrachee, where we arrived on the second day at eight a.m. We landed, and proceeded at once to the Scinde railway-station. The traffic passing to and from the custom-house was very great, and increasing daily. The goods were being carried on bullock carts, camels, ponies, bullocks, mules, and on men's heads.

Kurrachee is the head-quarters of the Indo-European Telegraph, and has now become the port at which all European troops arrive or depart from India. It is also the western terminus of the Scinde Railway. The late General Sir Charles Napier said, in 1842, "If any civilised man should ask—Were you ruler of Scinde, what would you do? I would abolish the tolls on the rivers, make Kurrachee a free port, protect Shikarpore from robbers, make Sukhur a mart for trade on the Indus. I would make a trackway along its banks. I would get steam-boats." These words were written twenty-three years ago, when Sir Charles Napier was Governor of Scinde, and I could not help thinking how prophetic they were when I was travelling through Kurrachee, and up the Indus. Sir Charles Napier says, "I would make a trackway along the banks of the Indus." I saw the staff of civil engineers who were engaged in the survey of the Indus Valley Railway, which will be the connecting link with the Scinde Railway at Kottree, and will join the Punjab Railway at Moulton. Sir Charles Napier further says, "I would get steam-boats." I went from Kottree to Moulton by steamer, and made some of my notes on board. While at Kurrachee I saw large quantities of cotton arrive by train, and waiting to be shipped for England. Kottree is the eastern terminus of the Scinde Railway, and the departure port of the Indus steam flotilla. The traffic from Kurrachee to the Punjab and Central Asia will pass through Kottree. Here river travelling terminates, and the remaining distance is accomplished by rail. Trains leave Kottree for Kurrachee daily. The distance is about one hundred miles, and the time occupied upon the journey about five hours.

At Kottree, on the banks of the Indus, and near to the railway-station, was to be seen the whole of the cotton coming down the river by steamers and native boats.

The cotton occupied a large space. None of the bales were pressed. The Indus was high and rapid, and the current strong, and we proceeded only a very short distance the first day. We stopped every night at sundown at one of the wood or fuel stations. I landed and walked some distance inland to collect wild plants and flowers, and examine the quality of the land. The soil is in very good condition, and, in my opinion, well adapted for the growth of cotton. It is an alluvial deposit of great depth. I was a month journeying on the Indus, and I examined the soil at sundown (at twenty-eight different places) for twenty-eight days. I never saw anything to equal the rich quality of the soil on the banks of the Indus.

At Sukhur we stopped for half a day and a night to land goods and stores for the English army in Peshawar and Rawal Pindee, and other places in the Punjab. The goods were transhipped on small steamers, which plied on the Sutlej and some of the other rivers, from which great quantities of cotton were conveyed and left at Sukhur for the return of the Indus steam flotilla steamers.

I saw piles of cotton on the banks of the river at Jukhar, and ascended one of the highest minarets, and

had a most extensive view of the surrounding country. There is a very large tract of land, stretching as far as the eye can see, capable by a judicious system of irrigation of producing crops of wheat or cotton or of rice. A branch railway in connection with or from the Indus Valley Railway, from Sukhur by Shirkapore, and Jacobabad to Dodur, near to the entrance of the Bolan Pass, will add much to the prosperity of the town. Sukhur is the *entrepôt* of the produce and the manufactures of Kandahar, Bokhara, Herat, and other places, from whence come quantities of dried fruit, Persian carpets of beautiful texture and designs, wool, etc., for exportation. I saw the Bolan Pass from the steamer. When we entered the province of the Punjab, I observed a marked difference in the wheat, barley, and other crops. The wheat looked healthy and abundant, and the whole country along the banks of the river looked delightfully green and grateful to the sight after the dry and parched land of Scinde. The Persian wells were to be seen in great numbers on the banks of the Indus. At Moulton there were some thousands of bales of cotton waiting to be shipped on board the steamers and other boats for Kottree, thence by railway to Kurrachee.

Moulton is the western terminus of the Punjab Railway. I left Moulton for Lahore by rail. The country on either side of the railway is a jungle, but the land is level and good, and a canal made from Lahore to Moulton would soon improve the state of the country. As soon as I entered the Punjab I saw signs of British enterprise in all directions, and as a proof that British rule is popular and good, the maharajahs and chiefs of the province have subscribed nearly £20,000 sterling for the purpose of erecting some suitable testimonial in honour of the previous governor, Sir Robert Montgomery. The whole of this sum is left in the hands of Mr. Cooper, C.B., her Majesty's Commissioner at Lahore.

I left Lahore for Umritsur, where I remained for several months. While there I had opportunities of acquiring a local knowledge of the traffic of this city. Umritsur is the Manchester of the Punjab for commerce and enterprising merchants. I saw the old mode of transit of goods from Umritsur to Moulton and other places by road, and witnessed the transfer of that traffic from the road to the railway, on the opening of the Punjab Railway from Lahore to Moulton, and the change was so great that I was deeply impressed with it, more so than by any similar change I have witnessed, though closely engaged in railway work in England for more than a quarter of a century. When telegrams were received from England for cotton, a demand was made all over the city and in the country for vehicles and camels. I saw the native mode of transit, which I note, so that you may have some idea of the change. There were thousands of camels employed, and the bullock train was used for the conveyance of general merchandise and cotton. I saw this wretched bullock train—the necks of the animals being covered with dreadful sores, going at the speed of two and a half miles per hour. Cotton was also carried by every other conceivable method—on camels, ponies, bullocks, mules, donkeys, hackneys, and on men's heads, going from Umritsur to Moulton, a journey of upwards of 258 miles, there to be shipped to Kurrachee, thence to England. Man and animal used to travel day and night, resting but very little on the journey, exposed by day to a blazing sun and clouds of dust, and to the dews and deadly fogs at night. The time occupied on the journey varied from ten to twenty days. The goods are now sent 258 miles by railway in one day,

This, then, is a simple account of the change effected in the conveyance of goods; and, when I think of the dreadful torture to dumb animals all over India previous to the introduction of the railway system, I cannot help expressing my admiration of the immense benefits derived from the change, and the pleasure produced by the extinction of a practice at once barbarous and cruel.

Umritsur, besides being the wealthiest city in the Punjab, is a place of pilgrimage for the Sikh nation. There are 600 priests attached to the temple, and service is performed in it day and night. I shall now note the change in the passenger traffic. I witnessed the change from the road to the rail in England. I now witness the change in India, which is much greater. The native pilgrims to and from the Ganges, native pilgrims to and from Mecca, the pilgrims to and from the Golden Temple of Umritsur, the poorest native woman with her baby, to and from the Bazaar, now feel that they travel in perfect safety. All classes and castes have taken kindly to railway travelling. Passenger traffic is on the increase all over India. I have myself assisted in putting as many as 3,200 natives in one train in perfect order. Some of the carriages in the Punjab contain two storeys. The native women have carriages for themselves, and they prefer to ride in the top storey. The starting of the train is orderly, much more so than a train containing a similar number of passengers in any part of England. But on the arrival of a train the noise is perfectly deafening, particularly if the night is dark—wives calling for their husbands, husbands responding and calling upon their wives, make it a scene of noise, bustle, and confusion that once seen can never be forgotten. All is over in about twenty minutes, the platform cleared, peace restored, without any accident or harm happening to any of them.

The journey from Lahore to the base of the Murree Hills was performed during the night in a garry, or native two-horse vehicle. I arrived at the ferry of the Jhelum river at three o'clock in the morning. I was actually six hours in crossing. Every second yard the boat stuck in the mud. A correspondent of an Indian newspaper, as far back as April, 1855, says, "I brought to England a small quantity of cotton (the raw material), grown from acclimatised American cotton seed, in a district on the banks of the river Jhelum. This specimen I had shown to several cotton spinners in Manchester. They pronounced it to be the finest specimen of cotton they had seen grown in India, even directly from American seed, and to be worth from  $6\frac{1}{4}d.$  to  $6\frac{1}{2}d.$  per lb."

The rivers in the Punjab are the Indus, which flows under Attock; the Jhelum, which flows under Jhelum city; the Chenab runs between Guzerat and Wuzerabad; the Ravee flows under Lahore; the Beas, between Umritsur and Jullender. The Sutlej flows near Lodiana, and the Jumna, near Delhi. The Trenab is formed by three rivers flowing into it—the Jhelum, Ravee, and Chenab. Along the banks of these rivers lie portions of land admirably adapted for the growth of cotton.

I saw in the Bazaar at Rawal Pindee a large space of ground occupied with cotton bales, to be sent by bullock trains. At Rawal Pindee I engaged a doolie, that I might be carried some 8,000 or 9,000 feet up in the Himalayas. I may remark that the first bales of cotton I saw were in the harbour of Alexandria, and the last far away in the Himalayas, many thousands of miles apart. I met about twenty men early one morning loaded with cotton: they looked tired and footsore. Each had a heavy load of cotton on his back, and to each burden was attached six pairs of straw sandals.

They were very fine men and very courteous. They said they came from (or near) Gilzit, a region occupied by a class of people whose traditions tell them that they are the descendants of Alexander the Great's army.

As a proof of how general the growth of cotton has become in the East, besides the places already quoted, I may state that I saw it on my return journey to Delhi and Calcutta, at every station and in every town, and on the roads, being there carried by camels and bullocks.

Appended to Mr. Campbell's narrative is a statement of the existing condition of the railways of India:—

The East India Railway Company, the head offices and eastern terminus of which are at Calcutta. The north-western terminus is at Delhi. At present the trains start from Delhi, on the east side of the Jumna river. A railway bridge over the Jumna and a terminus were nearly finished when I passed through Delhi. This bridge will connect Delhi with Calcutta and the Delhi Railway to Umritsur without any inconvenience to travellers.

The Madras Railway Company has its head office and terminus at Madras, and its western terminus at Beypoor. It will join the Great Indian Peninsular Railway at or near Hyderabad. By this junction Madras and Bombay can exchange traffic.

The Great Indian Peninsular Railway has its head office and its eastern terminus in Bombay. A branch of this line goes to Jubbulpore, and joins there the East Indian Branch Railway to Allahabad, thence to Delhi or Calcutta.

The Bombay and Baroda Railway Company has its head office in Bombay. It is proposed to make a branch to Hyderabad, the great military station in Scinde, where it will join the eastern terminus of the Scinde Railway and the junction of the proposed Indus Valley Railway.

The Scinde Railway Company has its head office and western terminus at Kurrachee. Its eastern terminus is at Kottree, the starting-point of the Indus steam flotilla. It will join the Bombay and Baroda, as stated above, and exchange traffic with the Bombay Presidency at or near Kottree.

The Indus Valley Railway Company. This line will be a continuation of the Scinde Railway. It has been surveyed, and is only waiting the Government sanction to construct it. It will join the Scinde Railway at Kottree, and follow the course of the Indus to Mooltan, where it will join the Punjab Railway. It will have a branch from Sukkur to the Bolan Pass. This line will be one of the connecting links which will join Central Asia to Central India, by which passengers and goods will be conveyed to and from those countries.

The Punjab Railway Company has its head office and western terminus at Lahore; its eastern terminus at Mooltan. It was opened for public traffic from Lahore to Mooltan in May, 1865. It will join the Indus Valley at Mooltan.

The Umritsur Railway has its head office and eastern terminus at Lahore; its western terminus at Umritsur. It has been opened for several years, and is about thirty miles in length. It joins the Mooltan line at Lahore. Trains for passengers and goods run regularly between Umritsur, Lahore, and Mooltan. Umritsur, it is thought, will be the terminus of the Delhi Railway Company.

The Delhi Railway Company. This line has its head office in Lahore: it is being constructed, and is expected to be opened in a few years. It will connect the East India Railway at Delhi, and the Punjab and Umritsur Railways at Umritsur.

The Lahore and Peshawar Railway Company. This line has been surveyed, and will be a most important link with all the great railways in India and Peshawar, at the entrance of the Kyber Pass. It has to cross three rivers—the Ravee, the Chenab, and the Jhelum. The country from Lahore (its southern terminus) for eighty miles is flat, so that there will be no engineering difficulties. The northern terminus will be at Peshawar, the north-west boundary of British India, and near to the Kyber Pass. I saw the traffic locally on the Grand Trunk Road by day and by night. It is proposed to make a branch to the salt range, the mines of which the Government have the monopoly, and they are inexhaustible. There will be a tunnel in the salt range about a mile and a half long. Mr. Lee Smith, civil engineer, who was in charge of the survey of the line, kindly showed me all his plans, which he was preparing for the Indian Government. The subject of a railway to Peshawar I found to be the engrossing topic among all classes along that part of India, which is the only apology I can offer for the length of my remarks on it.

During my journey through the cotton districts in India, I observed immense piles of cotton and other goods at the railway-stations, waiting the arrival of waggons to convey the traffic to seaport towns to be shipped to England. It was found perfectly impossible to meet the demand for rolling stock; in reference to which Mr. Danvers, the Government director of the Indian railways, in his report of 1865-66 to the Secretary of State for India in council, says: "At some of the stations on the East Indian Railway such was the demand for trucks, that it is supposed bribes were given to secure a preference, and it was proposed by a committee appointed to apply a remedy, that the trucks should be put up to auction, ignoring altogether the established rates. This would not have been a proper arrangement, and it was accordingly decided to fix higher charges generally. The rolling stock is inadequate for the present traffic. Orders have been given for 418 engines, delivery of which will, however, be spread over three or four years."

Since then the companies have made great exertions to get the necessary supply of engines and waggons, and in the Government official report of 1866-67, I find that most of the railways have increased their rolling stock. The number of locomotives added in 1866 was 70. The number of passenger carriages in 1866 was 250. The number of trucks and waggons in 1866 was 1,273, which, added to the rolling stock on hand, made a gross total on all the railways on the 31st December, 1866, of 19,280 vehicles.

"The length of line open for traffic had, during the year 1866, been increased from 3,331 miles to 3,638 miles, and the extent now sanctioned (including the Indian Branch Railway) is 5,641, instead of 4,924 miles. One-third of the whole will probably have to be made with a double line within the next five or six years.

"On the 1st January last, the total amount of goods which had been provided for the railways from this country was 3,195,862 tons, which cost about £20,200,000."

In 1864-65 the number of passengers was about 12,500,000. In 1865-66, they amounted to about 12,867,000, and 10,120,920 train miles were run.

It appears that 94 per cent. travel in third, 4.78 travel in the second, and 1.12 in the first class, from which it will be seen that "cheap fares are stronger than caste."

It is fully expected that by the beginning of 1869 continuous railway communication between Calcutta, Madras,

Bombay, and the Punjab will be established. The clearing-house system of this country will soon be applied to India, and the most satisfactory arrangements will be made for the interchange of traffic, which must be advantageous both for the companies and the public. There will also be a thorough audit of accounts by well qualified persons.

The railway system in India is a great boon to the English soldier. Nothing so tends to swell the sick list of a corps as the ordinary march through the country, owing to the men being exposed to varieties of temperature, dew, and chill, and to bad water, fertile sources of dysentery and other fatal diseases.

Those who have travelled much through the north-west provinces and parts of the Punjab must frequently have remarked the numerous rude pieces of tin bearing a name, probably half obliterated, nailed to trees and posts in the vicinity of encamping grounds, these homely mementoes being placed there to denote the last resting-place of a comrade or friend.

Such scenes are of course rarer now than formerly. The large number of deaths constantly occurring on the line of march must naturally diminish on the completion of railway communication.

There are many men now in India who will recollect being on the march during the Sutlej and Punjab campaign from five to six months, and after all they did not arrive at the scene of conflict in sufficient time to participate in what they reckoned the honour of an engagement with the enemy.

When the Presidencies are joined by the railway system each with the other, the Commander-in-Chief can, in the event of mutiny, invasion, or war, telegraph to all the military stations, and order, if necessary, from Bombay, Madras, and Bengal, simultaneously, by the various railways, an army of 100,000 soldiers, including every arm of the service. This army can be landed in one week at the Khyber Pass, or in any part of India to which the railway system will be extended.

### CHARACTERISTIC LETTERS.

COMMUNICATED BY THE AUTHOR OF "MEN I HAVE KNOWN."

WHY should a man "*be dead a hundred years*"—by which time nobody cares much about him—before it is reckoned quite timely to illustrate his character by publishing any of his correspondence? Assuredly there are very many letters of the recently lost, and even of the living, which may be laid before the world, not only to the profit of the readers but to the honour of the writers. Her Majesty has afforded us a most admirable example of this in the publication of the Memoirs of her lamented Consort. And it must have occurred to every thoughtful mind, that a single letter, or a single expression in a letter, has often marked a striking trait in the character of the writer, which might furnish a key to the right interpretation of much of his outward life and action.

My present object, however, is far from discussing the general question, and simply refers to the first of these propositions, and a desire to submit some characteristic examples from a few letters which may possess peculiar individuality, and sometimes throw a light upon points of public interest. They are taken from a mass of papers accumulated during a long period, in correspondence with many of the memorable men of the times; and I trust that not a line has escaped me which could hurt a feeling of the living or violate a sanctuary of the dead. I regret that the necessity for conveying