

tween the rails to be three feet six inches, or less. History repeats itself. The suggestion was vigorously opposed. The partisans of each gauge availed themselves of the press, and its columns were filled with the arguments of enthusiastic exponents, until the first narrow gauge railway was constructed, when all theories were dispelled, and actual practice gave results still, as an innovation, it had to pass through its period of trial and term of probation, and submit to the severe criticism which all must endure. This may now be considered at an end, as all attacks have ceased, owing to results having been obtained which were at first denied.

During the last twelve months narrow gauge railways have been extended and multiplied in a ratio the reverse of the standard gauge—a proof of the favor in which they are held; and we anticipate from this time, that the annual mileage constructed will form a large proportion of the yearly increase of railroads in the United States.

The compiler acknowledges his indebtedness for much valuable data received from the officers of the several narrow gauge railway companies enumerated in this work, and only regrets that it was out of his power to present fuller financial statements and reports of operations. He would again impress upon railway companies the necessity of publishing this most desirable information, as its non-appearance militates not only against themselves, but the system of which they are representatives.

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