

the products of the soil and forest. We manufacture very few high priced goods, labor being more profitably employed upon what are at present more appropriate objects of industry. The great bulk of the articles carried upon railroads, is grains, cotton, sugar, coal, iron, live stock, and articles of a similar character. The difference between the value of a pound of raw and manufactured cotton is measured frequently by dollars, yet both may pay the same amount of freight. Wheat, corn, cattle, and lumber, all pay a very large sum for transportation in proportion to their value.—*Railway Journal*.

### What they do for Land Owners.

Not only have the railroads largely increased the radius of the country which pours its produce into the city marts, but they have diffused the city population over a larger surface, in both ways creating the traffic on which the stockholders rely for profits on their investments. Boston affords a case in point; the increase of its population in the ten years ending in 1851 having been sixty-five per cent., while that of seven towns, each within five miles of the city, and accessible by railroad, was eighty-one per cent. Great as is the increase of passenger traffic on all the railways, it is exceeded in proportion by the increase of freights. In this respect the experience of Massachusetts tallies with that of South Carolina and with that of the Erie Railroad.

The advance in the value of land in the vicinity of railroad lines, is another very beneficial result of their construction. This is nowhere more marked than on the Illinois Central road where lands which had so long remained unsold at the Government minimum price have realized \$15 per acre, and others which have been sold at \$2 and \$3, now readily obtain purchasers at \$6 and \$9.

In comparing roads running through strictly agricultural districts in this country and in England, we are struck with the immense disparity of cost. Thus, while the Southern Michigan line, 245 miles in length, was put into operation at an expenditure of but about \$20,000 per mile, the Eastern Counties line, an English road, 322 miles in length, including branches, cost the enormous amount of \$200,000 per mile, or ten times as much for the English as for the American line, while the receipts of the latter in September last were \$113,215 against \$300,005 for the English road.—*Railway Times*.