

But in a large part of America the railroad is actually the oldest road; there is therefore no such need to distinguish it from any other. This to us seems rather like a state of things in which printing should be familiar, but writing unknown; but it is a state of things which the circumstances of our time have brought about in a large part of the United States. That is to say, the two tendencies of which I spoke have been at work side by side. The tendency to lag behind has hindered the growth of a good system of roads; the tendency to go ahead has brought in a gigantic system of railroads. Here we see the reason for the different use of language. We see it also in the different names for the thing which, when the railroad is made, runs along its rails. In Britain it is a "carriage;" in America it is a "car." This at least by no means is a distinction without a reason. The different forms of English railway-carriage might afford some curious matters for observation to a philosopher of the school of Mr. Tylor. Nowhere can the doctrine of survivals be better studied. The original railway-carriage was the old-fashioned carriage put to a new use; the innovation lay in putting several such carriages together. It is only quite gradually that what we may call a picture of the old carriage has disappeared from our trains. This is as distinct a survival as the useless buttons on a modern coat which once fastened up a lappet, helped to carry a sword, or discharged some other useful function now forgotten. But the American "car" was not made after any such pattern. It is strictly a "car;" at any rate it is quite unlike the special meaning attached to the word "carriage." If anything other than itself was present to the mind of the deviser of the American car, it was rather the cabin of a steamer than

any earlier kind of carriage; and such an origin is suggested by the American phrase of being "on board" a train, which I fancy is never heard in England. Among European things, the older kind of American car is most like that which is used on the Swiss railways, as if there were some kind of federal symbolism in both. And now another form of the American car is making its way into England, and with the thing the name comes too. For "car" then there is a good reason; but it is hard to see why a railway-station should be called a "depôt." The word "station" is not etymologically English; it is therefore not so good a name as the German *bahnhof*; but it is quite naturalized and familiar, while "depôt" is still foreign, and hardly becomes less so by being sounded as if it were Italian and written *dipo*. But on several American railroads the name is beginning to give way to the more reasonable word "station."

All these instances taken from railway matters are necessarily very modern; I will take another which I have no doubt is as old as English settlement in America. In England we use the word "shop" both for a place where things are made or done and for a place where things are sold. In America the word is confined to the place where things are made or done, as "barber-shop," "carpenter-shop;" a place where things are sold is a "store." Less old most likely, but certainly not of yesterday, is the usage which confines the name "corn" to one particular kind of corn, that namely which we know as "Indian corn" or maize. I heard a most distinguished Englishman—Britisher, at all events—lecture to an American audience on the history of the English Corn-laws; and I doubted in my own mind whether all his hearers would understand that he was mainly speaking of wheat. Now