

ECONOMY.—Compared with all other land communications, their freighting capabilities may be inferred from the consideration that a horse usually draws from fifteen to thirty hundred weight on a good turnpike or macadamised road (exclusive of vehicle), four to six tons on a plate rail tram road, and fifteen to twenty tons on an edge rail including the waggon;—the friction on a level Railway being only from one-tenth to one-seventh of that upon the roads above mentioned. If this be the effect of the rail alone, it is needless to enlarge upon its power when travelled by an iron horse, with which hunger and thirst are but metaphorical terms, which knows no disease nor fatigue, and to which a thousand miles is but the beginning of a journey, and a thousand tons but an ordinary burden.

But it is in a more extended sense than the mere *cost* of transport that the economy of the Railway is vindicated. While upon the best roads travelled by horses, the cost and time of transportation increases rapidly with the distance, it is clear that there is a point from whence the transport of certain articles become unprofitable or impracticable. Milk, fruits, and vegetables, for immediate use, will not bear ten or twelve hours jolting over fifty miles of the best turnpike to reach a market; while fresh meats, fish, eggs, cattle, pigs, and poultry, lumber, staves, shingles, and firewood, and many other necessaries of life, either could not afford the time or the cost of a hundred miles transport by horse power. The production of these articles, therefore, is very limited in certain districts; but wherever a Railway takes its track their extensive production becomes at once a new element of wealth, and the Locomotive a public benefactor—making “two blades of grass grow where only one grew before.” Thus the essence of a Railway system is to *increase its own traffic*, adding twenty-five per cent. to the value of every farm within fifty miles of the