

the pressure of indifference and incredulity, will expand into useful activity. In a town of but moderate population, the humble mechanic may have his house lighted with gas and supplied with water—luxuries which the Seigneur in his lordly country mansion cannot aspire to.

Perhaps the most striking instance of great results from small contributions is the penny post;—but everywhere examples meet us—in the news-room—in public baths—and even in the factories of New England, many of which are owned by the operatives and small farmers.

Mr. W. Harding, in his "Facts bearing on the Progress of the Railway System," read before the British Association in August, 1848, says:—

"No limit can be assigned to the number of travellers which cheapening and quickening the means of conveyance will create. The introduction of the Railway, even where Steamboats already afforded a most pleasant, rapid and cheap communication, increased the number of travellers (between Glasgow and Greenock) from 110,000 to 2,000,000—2,000,000 being *five times* the population of the district. In 1814 the number of passengers per annum between Glasgow and Paisley was only 10,000. In 1842 the number was upwards of 900,000;—the *population* during this period has only doubled itself, while the *traffic* has multiplied itself ninety-fold—that is to say, for every journey which an inhabitant of Glasgow or Paisley took in 1814, he took forty-five journeys in 1843 .....The Railway System has doubled itself in three years. The importance and value of the traffic in goods and *cattle*, relatively to the passenger traffic, have become more apparent.....Whatever falling off in dividends there may have been, is to be attributed to the *capitalization* of loans, and the creation of fictitious capital by the purchase of Railways at premiums, and therefore at sums beyond what they cost."

In 1836 Massachusetts became a Stockholder to the extent of \$1,000,000 in the Western Road, and by three subsequent Acts issued State scrip for \$4,000,000 more, for the same