

are due to Mr. Angell for his services, rendered gratuitously, for the promotion of the objects which the Society has in view.

In the work thus inaugurated the Society earnestly invites the co-operation of the public. Already they have pleasure in reporting that in various quarters—as in the public markets, and amongst employers of draught horses, cab proprietors, &c.—where their operations were at first watched with some jealousy, the judicious interference of the Society's officer has been followed by such manifest benefit as to lead to a frank acknowledgment of the value of the service rendered. Steps have been taken to induce railway companies to frame better regulations for the transport of animals, and for providing them with food and water, and to exercise a greater oversight on their servants in reference to the overcrowding of cars. Remonstrance has also been made, though as yet with no satisfactory result, on the overcrowding of the street cars. Daily, at certain hours, and especially towards six P.M., the street cars may be seen crowded on every available spot of passage and platform, thereby involving a cruel overloading of the horses. This is equally contrary to law and to all humane conduct. But the Superintendent of the Street Railway Company throws the blame upon the public; and while that is no adequate excuse for an infringement of the law, it is obvious that a well-regulated public opinion would not only check this evil, but would compel the proprietors, in their own interest, to provide additional cars at the stated times when they are most in demand.

Thus far the experience of the Society has afforded abundant evidence of its need. Its office is open daily from 2 to 5 P.M., where the officer is in attendance to deal with all cases brought under his notice. Already upwards of 200 cases of cruelty have come under the direct agency of the Society. The expense incurred in starting the requisite organization includes the renting and furnishing an office, and the salary of an