

And we are prone to ejaculate, how did any one ever happen to think of all that! But presently we remember that in all this vast array, there are but six simple machines different from each other which the skill and ingenuity of man combine to produce these great results, enabling a man to accomplish twenty times as much work as he could do without them. And it is only by a gradual growth that they have reached the present state of perfection. The locomotive that we see lumbering along between Manchester and Liverpool, fifty years ago, at the rate of twelve miles an hour, was a different thing from the one that a year ago leaped over the iron rail from New York to Chicago at the rate of a mile and a quarter per minute. An hundred and fifty years ago a woman must stand at the wheel or loom, spinning or weaving a single thread; now with greater ease she handles from twenty to thirty times as many. When McCormick tried his experiment of reaping by horse power, he had a bungling machine requiring six horses to draw it, and a man to remove the grain; now two horses draw an elegant machine, from which the grain falls securely bound. And equally great are the changes in nearly all industrial pursuits. The gradual development of these labor saving machines, with its effect upon the growth of a nation, is an interesting study. It has been said to mark the progress of civilization; but not so much in the true sense of the term, does it show the degree of a nation's civilization, as her strength, and power. Why could England so long boast of her supremacy? Because her facilities in manufacture enabled her to dictate prices to the whole world. While her rulers were demanding unreasonable taxes from the Colonies, four humble mechanics were perfecting their inventions of the loom which should give to England more than she would lose by the Declaration of Independence.

But just how far these great inventions are conducive to the prosperity of a re-

publican nation, tending as they do, to the formation of monopolies; and when in their development they cease to be servants and become masters, are questions which our statesmen will be called upon to answer, at no distant day.

The steam railway enterprise, that, fifty years ago was smiled at, as a "splendid theory," to-day with its network of iron rails grasps the throat of democracy, with a threatening hand. H. W. H.

HOW TO TRAVEL CHEAPLY IN EUROPE.

*Cost of a Two Years' Course in a German University—"Dodge Club"
Principles Practically
Applied.*

Many young men of slender means, but ambitious and eager to widen their intellectual horizon, and enlarge their experience by foreign travel, and hundreds of graduates from our Colleges and Universities who would welcome with joy the opportunity of rounding up and giving symmetry to their preparatory culture, in the schools of Europe, are deterred from thinking seriously of it by the supposed impracticability of the undertaking.

To many, who are abundantly able, the idea never occurs that the execution of *such* a scheme really lies within the compass of *their* means. The tour of Europe is no longer a serious or imposing undertaking. A foreign education, including all traveling expenses, may be obtained at much less expense than a home education. Not that the former should take the place of the latter—it should only supplement and perfect it. Those parents who send their children to Germany or France, "to grow up with the languages," are guilty of a serious error. Besides becoming in a great measure de-naturalized, they will forfeit a much greater prize than they win—a thorough command of their own language. And among our "speech-making" people that loss is deeply significant.