

tween four and five thousand miles of railroad, at an average cost of fifty thousand dollars per mile. During that same year, we expended only enough upon domestic missions to construct five miles of railway. And railways are only one branch of American enterprise out of many. How exceedingly small, then, must be the proportion of our pecuniary means devoted to an enterprise which transcends all others in our country in importance! For if that fail, all others will be smitten with a deadly blight. Irreligion cannot triumph without trampling in the dust our systems of general education, of public enterprise and freedom, and crushing the hopes of liberty through the earth. Our hopes, therefore, must centre in the Home Missionary cause. We make enormous outlays, and labor without weariness to advance our worldly schemes, and that, too, where the means employed have little or none of the catalytic power inherent in the gospel, and where the results bear no proportion in importance to the work of Home Missions. God has committed to American Christians the noblest enterprise which he has given to the present generation in any part of the world. And he has put into our hands an instrument with which to accomplish it, a thousand times more efficacious than those employed in commerce, in manufactures, in agriculture, or indeed any ordinary art or pursuit. How dwarfed must be our piety, how low our standard of patriotism, how contemptible our philanthropy, if we do not supply the means necessary to prevent the leaven of the gospel from being overpowered and neutralized by ignorance and depravity! Ought we to be satisfied to expend fifty million dollars annually for railways, and only one thousandth part as much in working out the grandest problem in politics, in education and religion, of this generation? O, if any cause has motives powerful enough to rouse men to