RAILROADS AND REFORM: SUPPLEMENTARY MATERIAL

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Tables 1–11 present the same sorts of estimates as in our main models in the paper itself, but for school forms (Tables 1–4) and subjects (Tables 5–11) that we do not examine in detail in our main analyses, since they were of less immediate concern to school inspectors.

Table 12 describes the bivariate correlations among our outcome variables, explanatory variables, and control variables.

TABLE 1. Regression Analyses: Children in Elementary Schools

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	-5.4 (3.4)	-4.2 (3.0)	-6.6* (4.1)	-5.6 (3.5)	-7.5* (4.0)	-6.8* (3.7)
Inspector Within 30 km			-4.7 (2.9)		-4.6 (3.0)	
Connection × Within 30 km			7.0 (4.1)		6.8 (4.3)	
Inspector Within 20 km				-0.9 (3.3)		-0.8 (3.4)
Connection × Within 20 km				4.0 (4.3)		3.9 (4.4)
Railroad					1.5 (4.2)	2.0 (4.1)
Regional GDP per Capita in 1860		-4.1** (1.9)	-4.4** (2.0)	-4.2** (1.9)	-4.4** (2.0)	-4.3** (1.9)
Town		-2.2 (3.0)	-2.1 (3.0)	-2.3 (3.0)	-2.2 (2.9)	-2.3 (2.9)
Early-Modern Postal Network Density		2.1* (1.1)	2.3* (1.2)	2.2* (1.2)	2.2* (1.3)	2.1 (1.2)
Rugged Terrain		0.4 (0.7)	0.4 (0.7)	0.4 (0.7)	0.4 (0.7)	0.4 (0.7)
Distance to Stockholm (100s of km)		-0.1 (1.8)	-0.2 (1.8)	-0.1 (1.9)	-0.1 (1.8)	-0.1 (1.8)
Political Participation		4.3 (12.7)	4.9 (12.6)	4.1 (12.9)	4.8 (12.6)	3.9 (12.9)
Seat of Bishop		-5.6* (3.1)	-5.9* (3.1)	-6.2* (3.1)	-5.7* (3.0)	-6.0* (3.1)
Placebo (Future Railway)		4.8 (3.0)	4.8 (3.0)	4.8 (3.1)	5.3* (3.1)	5.5* (3.0)
Constant	25.1*** (2.6)	24.0** (10.4)	25.1** (10.6)	24.5** (10.7)	24.9** (10.8)	24.2** (10.9)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 2. Regression Analyses: Children in Home Schooling

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	−1.9 (2.9)	1.3 (2.4)	2.4 (3.0)	1.7 (2.1)	4.6 (2.7)	4.1** (1.8)
Inspector Within 30 km			2.8 (2.1)		2.5 (2.1)	
Connection × Within 30 km			−3.4 (3.5)		−3.1 (3.4)	
Inspector Within 20 km				1.9 (2.5)		1.6 (2.5)
Connection × Within 20 km				−2.3 (3.8)		−2.0 (3.8)
Railroad					−3.7 (2.5)	−3.9 (2.4)
Regional GDP per Capita in 1860		1.1 (1.5)	1.3 (1.5)	1.2 (1.5)	1.5 (1.5)	1.4 (1.4)
Town		3.1 (1.9)	3.0 (1.8)	3.0 (1.8)	3.1* (1.8)	3.1* (1.8)
Early-Modern Postal Network Density		−0.6 (0.8)	−0.7 (0.8)	−0.6 (0.8)	−0.5 (0.8)	−0.4 (0.8)
Rugged Terrain		0.3 (0.6)	0.3 (0.6)	0.3 (0.6)	0.2 (0.6)	0.2 (0.6)
Distance to Stockholm (100s of km)		3.6* (1.8)	3.6* (1.8)	3.6* (1.8)	3.6* (1.8)	3.5* (1.8)
Political Participation		−12.3* (6.4)	−12.8* (6.5)	−12.3* (6.5)	−12.5* (6.4)	−12.1* (6.5)
Seat of Bishop		2.8 (2.7)	2.8 (2.8)	2.9 (2.8)	2.5 (2.7)	2.5 (2.7)
Placebo (Future Railway)		0.2 (1.6)	0.2 (1.5)	0.2 (1.6)	−1.1 (2.1)	−1.1 (2.1)
Constant	15.7*** (1.9)	8.3 (9.6)	7.7 (9.7)	8.0 (9.7)	8.2 (9.4)	8.5 (9.4)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 3. Regression Analyses: Children in Other Forms of Schooling

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	−0.0 (0.6)	−1.1 (0.9)	−1.1 (1.1)	−1.0 (0.9)	−1.4 (1.1)	−1.2 (1.0)
Inspector Within 30 km			1.4 (0.9)		1.4 (0.9)	
Connection × Within 30 km			−0.7 (1.5)		−0.7 (1.6)	
Inspector Within 20 km				0.8 (1.1)		0.8 (1.1)
Connection × Within 20 km				−0.7 (1.3)		−0.7 (1.4)
Railroad					0.4 (1.2)	0.3 (1.1)
Regional GDP per Capita in 1860		0.5 (0.4)	0.5 (0.4)	0.5 (0.4)	0.5 (0.4)	0.5 (0.4)
Town		1.7** (0.8)	1.6* (0.8)	1.6* (0.9)	1.6* (0.8)	1.6* (0.8)
Early-Modern Postal Network Density		0.7** (0.3)	0.6* (0.3)	0.6* (0.3)	0.6* (0.3)	0.6* (0.3)
Rugged Terrain		0.0 (0.1)	0.1 (0.1)	0.0 (0.1)	0.1 (0.1)	0.0 (0.1)
Distance to Stockholm (100s of km)		−0.4 (0.3)	−0.4 (0.3)	−0.4 (0.3)	−0.4 (0.3)	−0.4 (0.3)
Political Participation		−1.1 (1.6)	−1.3 (1.5)	−1.1 (1.6)	−1.4 (1.5)	−1.1 (1.6)
Seat of Bishop		0.3 (1.6)	0.3 (1.6)	0.4 (1.6)	0.3 (1.6)	0.4 (1.6)
Placebo (Future Railway)		−0.5 (0.8)	−0.5 (0.8)	−0.5 (0.8)	−0.4 (1.0)	−0.4 (1.0)
Constant	4.4*** (0.5)	4.0** (1.9)	3.8* (1.9)	3.9** (1.9)	3.8* (2.0)	3.9* (1.9)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 4. Regression Analyses: Share of Children Not in School

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	−0.5 (0.5)	−0.2 (0.5)	−0.1 (0.8)	−0.2 (0.6)	0.2 (0.8)	0.1 (0.6)
Inspector Within 30 km			−0.5 (0.5)		−0.6 (0.5)	
Connection × Within 30 km			0.1 (0.8)		0.1 (0.8)	
Inspector Within 20 km				−0.8 (0.5)		−0.8 (0.5)
Connection × Within 20 km				0.6 (0.7)		0.7 (0.7)
Railroad					−0.5 (0.6)	−0.5 (0.6)
Regional GDP per Capita in 1860		0.0 (0.3)	0.0 (0.3)	0.0 (0.3)	0.0 (0.3)	0.0 (0.3)
Town		−0.1 (0.3)	−0.1 (0.3)	−0.1 (0.3)	−0.1 (0.3)	−0.1 (0.3)
Early-Modern Postal Network Density		−0.1 (0.2)	−0.1 (0.2)	−0.1 (0.2)	−0.1 (0.2)	−0.1 (0.2)
Rugged Terrain		0.1 (0.1)	0.1 (0.1)	0.1 (0.1)	0.1 (0.1)	0.1 (0.1)
Distance to Stockholm (100s of km)		−0.2 (0.2)	−0.2 (0.2)	−0.2 (0.2)	−0.2 (0.2)	−0.2 (0.2)
Political Participation		1.1 (0.9)	1.2 (0.9)	1.1 (0.9)	1.3 (0.9)	1.2 (0.9)
Seat of Bishop		−0.7 (0.4)	−0.7 (0.5)	−0.7 (0.4)	−0.7 (0.5)	−0.8 (0.5)
Placebo (Future Railway)		0.1 (0.4)	0.1 (0.4)	0.1 (0.4)	−0.1 (0.5)	−0.0 (0.5)
Constant	2.2*** (0.3)	1.6 (1.5)	1.7 (1.5)	1.7 (1.5)	1.7 (1.5)	1.8 (1.5)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
$* p < 0.10$, $** p < 0.05$, $*** p < 0.01$

TABLE 5. Regression Analyses: Geometry

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	4.6** (1.7)	3.3* (1.9)	3.4 (2.2)	3.3 (2.2)	1.2 (2.3)	1.2 (2.5)
Inspector Within 30 km			5.0** (2.4)		5.3** (2.4)	
Connection × Within 30 km			−2.8 (2.8)		−3.1 (2.9)	
Inspector Within 20 km				3.8 (2.5)		4.0 (2.5)
Connection × Within 20 km				−2.1 (2.9)		−2.4 (2.9)
Railroad					3.6* (2.0)	3.3 (2.2)
Regional GDP per Capita in 1860		1.8 (1.1)	2.1** (1.0)	1.9* (1.1)	1.9* (1.0)	1.7 (1.1)
Town		−0.3 (1.2)	−0.7 (1.2)	−0.7 (1.2)	−0.8 (1.2)	−0.8 (1.2)
Early-Modern Postal Network Density		0.5 (0.6)	0.4 (0.6)	0.4 (0.6)	0.2 (0.6)	0.2 (0.6)
Rugged Terrain		−0.3 (0.3)	−0.3 (0.3)	−0.3 (0.3)	−0.2 (0.3)	−0.3 (0.3)
Distance to Stockholm (100s of km)		0.4 (0.9)	0.4 (0.8)	0.4 (0.9)	0.5 (0.8)	0.4 (0.9)
Political Participation		1.4 (3.3)	0.4 (3.3)	1.3 (3.5)	0.1 (3.2)	1.1 (3.5)
Seat of Bishop		1.0 (2.8)	0.8 (2.7)	0.9 (2.8)	1.1 (2.6)	1.2 (2.7)
Placebo (Future Railway)		−1.7 (1.8)	−1.8 (1.8)	−1.8 (1.8)	−0.6 (2.1)	−0.7 (2.1)
Constant	11.1*** (1.0)	6.1 (5.1)	5.4 (4.7)	5.7 (5.2)	4.8 (4.6)	5.3 (5.1)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 6. Regression Analyses: Science

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	10.0*** (3.4)	5.0 (4.3)	3.9 (4.5)	4.9 (4.0)	2.9 (4.7)	4.0 (4.4)
Inspector Within 30 km			3.7 (3.3)		3.8 (3.4)	
Connection × Within 30 km			0.2 (5.2)		0.1 (5.1)	
Inspector Within 20 km				2.2 (4.0)		2.3 (4.0)
Connection × Within 20 km				−0.9 (5.9)		−1.0 (5.8)
Railroad					1.7 (4.0)	1.4 (4.0)
Regional GDP per Capita in 1860		1.4 (1.9)	1.5 (1.9)	1.4 (1.9)	1.5 (1.9)	1.3 (1.9)
Town		−1.1 (2.0)	−1.5 (2.1)	−1.3 (2.0)	−1.6 (2.2)	−1.4 (2.1)
Early-Modern Postal Network Density		1.8 (1.2)	1.8 (1.2)	1.8 (1.2)	1.7 (1.2)	1.7 (1.2)
Rugged Terrain		−1.1* (0.6)	−1.0* (0.5)	−1.1* (0.6)	−1.0* (0.5)	−1.0* (0.6)
Distance to Stockholm (100s of km)		0.8 (1.9)	0.9 (1.9)	0.8 (1.9)	0.9 (1.9)	0.8 (1.9)
Political Participation		6.7 (7.4)	5.8 (7.6)	6.6 (7.6)	5.6 (7.6)	6.6 (7.6)
Seat of Bishop		−0.9 (5.5)	−1.3 (5.3)	−1.0 (5.3)	−1.2 (5.3)	−0.9 (5.3)
Placebo (Future Railway)		−5.1* (2.9)	−5.2* (2.9)	−5.2* (2.9)	−4.6 (3.5)	−4.7 (3.5)
Constant	30.7*** (2.1)	23.5* (12.2)	23.1 (12.3)	23.3* (12.6)	22.9* (12.4)	23.1* (12.7)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 7. Regression Analyses: Physical Education

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	10.3 (6.9)	8.1 (7.0)	4.4 (9.1)	3.9 (7.5)	2.3 (9.4)	2.0 (8.0)
Inspector Within 30 km			4.2 (4.5)		4.5 (4.6)	
Connection × Within 30 km			4.7 (7.8)		4.4 (7.9)	
Inspector Within 20 km				2.4 (4.1)		2.6 (4.1)
Connection × Within 20 km				9.1 (6.1)		8.9 (6.1)
Railroad					3.5 (4.2)	3.1 (4.2)
Regional GDP per Capita in 1860		1.8 (3.1)	2.0 (3.1)	1.6 (3.3)	1.9 (3.0)	1.5 (3.3)
Town		−0.2 (2.3)	−1.1 (2.2)	−0.9 (2.1)	−1.2 (2.2)	−1.0 (2.1)
Early-Modern Postal Network Density		−1.2 (1.4)	−1.1 (1.5)	−1.0 (1.4)	−1.3 (1.5)	−1.2 (1.4)
Rugged Terrain		−0.5 (0.6)	−0.5 (0.6)	−0.5 (0.6)	−0.4 (0.6)	−0.5 (0.6)
Distance to Stockholm (100s of km)		−1.1 (1.9)	−1.0 (1.8)	−1.0 (1.9)	−1.0 (1.8)	−1.0 (1.8)
Political Participation		−1.9 (7.6)	−3.3 (7.7)	−2.8 (7.8)	−3.6 (7.8)	−3.0 (7.9)
Seat of Bishop		4.0 (5.0)	3.0 (5.1)	2.1 (5.1)	3.3 (5.0)	2.4 (5.0)
Placebo (Future Railway)		−2.9 (3.1)	−2.9 (2.9)	−2.9 (3.0)	−1.8 (3.2)	−1.9 (3.4)
Constant	41.2*** (2.0)	49.2*** (12.6)	49.2*** (12.3)	50.2*** (13.1)	48.7*** (12.3)	49.8*** (13.1)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 8. Regression Analyses: Writing

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	4.7 (4.0)	5.8 (4.1)	8.5 (5.2)	6.7 (4.6)	5.7 (6.2)	4.3 (5.9)
Inspector Within 30 km			4.6 (3.4)		4.9 (3.3)	
Connection × Within 30 km			−7.4 (6.0)		−7.8 (6.1)	
Inspector Within 20 km				0.1 (3.1)		0.4 (3.0)
Connection × Within 20 km				−2.5 (4.6)		−2.8 (4.6)
Railroad					4.7 (3.9)	4.0 (4.1)
Regional GDP per Capita in 1860		4.1* (2.2)	4.4* (2.2)	4.1* (2.2)	4.2* (2.2)	3.9* (2.2)
Town		2.0 (2.1)	2.0 (2.2)	2.1 (2.1)	1.8 (2.2)	1.9 (2.2)
Early-Modern Postal Network Density		−1.5 (1.3)	−1.7 (1.4)	−1.6 (1.3)	−2.0 (1.4)	−1.8 (1.4)
Rugged Terrain		−1.0* (0.6)	−0.9 (0.6)	−1.0* (0.6)	−0.9 (0.6)	−0.9 (0.6)
Distance to Stockholm (100s of km)		1.3 (1.7)	1.3 (1.6)	1.3 (1.7)	1.4 (1.5)	1.3 (1.6)
Political Participation		4.1 (9.0)	3.6 (8.6)	4.3 (9.2)	3.2 (8.3)	4.1 (9.0)
Seat of Bishop		1.5 (6.4)	1.9 (6.0)	2.0 (6.4)	2.3 (5.9)	2.3 (6.3)
Placebo (Future Railway)		0.8 (2.7)	0.7 (2.7)	0.8 (2.7)	2.3 (2.9)	2.1 (2.9)
Constant	106.3*** (2.0)	94.2*** (9.0)	93.1*** (9.2)	93.9*** (9.3)	92.5*** (8.8)	93.4*** (9.0)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 9. Regression Analyses: Swedish

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	−1.5 (5.7)	−9.6 (6.6)	−12.4 (9.4)	−11.3 (8.3)	−13.0 (9.1)	−11.8 (8.3)
Inspector Within 30 km			4.5 (7.7)		4.6 (7.9)	
Connection × Within 30 km			2.8 (9.6)		2.7 (9.8)	
Inspector Within 20 km				2.5 (7.0)		2.5 (7.2)
Connection × Within 20 km				2.8 (8.8)		2.8 (8.9)
Railroad					1.1 (6.6)	0.7 (6.6)
Regional GDP per Capita in 1860		1.7 (3.4)	1.9 (3.6)	1.6 (3.5)	1.9 (3.6)	1.6 (3.6)
Town		−7.2 (5.7)	−7.9 (5.8)	−7.6 (5.7)	−7.9 (5.8)	−7.6 (5.7)
Early-Modern Postal Network Density		3.9 (2.4)	3.9 (2.5)	3.9 (2.5)	3.8 (2.6)	3.9 (2.5)
Rugged Terrain		0.9 (1.1)	1.0 (1.1)	0.9 (1.1)	1.0 (1.1)	0.9 (1.1)
Distance to Stockholm (100s of km)		−6.4* (3.6)	−6.3* (3.7)	−6.4* (3.7)	−6.3 (3.7)	−6.4* (3.7)
Political Participation		−9.0 (8.2)	−10.4 (8.3)	−9.4 (8.2)	−10.5 (8.0)	−9.5 (8.0)
Seat of Bishop		2.8 (5.1)	2.0 (5.5)	2.0 (5.6)	2.1 (5.5)	2.1 (5.7)
Placebo (Future Railway)		−6.3 (3.8)	−6.3* (3.7)	−6.3 (3.7)	−5.9 (3.8)	−6.0 (3.8)
Constant	39.4*** (5.5)	64.5*** (21.3)	64.3*** (22.1)	64.8*** (22.0)	64.1*** (22.7)	64.7*** (22.4)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

Table 10. Regression Analyses: Religious History

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	−0.8 (1.8)	−2.1 (2.5)	−2.1 (3.3)	−2.7 (3.0)	−1.3 (3.4)	−1.8 (3.3)
Inspector Within 30 km			−0.8 (1.8)		−0.9 (1.8)	
Connection × Within 30 km			0.5 (3.4)		0.6 (3.4)	
Inspector Within 20 km				−1.3 (1.7)		−1.4 (1.7)
Connection × Within 20 km				2.2 (3.3)		2.4 (3.3)
Railroad					−1.4 (1.7)	−1.4 (1.7)
Regional GDP per Capita in 1860		−0.4 (1.0)	−0.5 (1.1)	−0.5 (1.1)	−0.4 (1.1)	−0.5 (1.1)
Town		−0.1 (1.6)	−0.0 (1.6)	−0.1 (1.6)	−0.0 (1.6)	−0.0 (1.6)
Early-Modern Postal Network Density		0.4 (0.9)	0.4 (1.0)	0.4 (1.0)	0.5 (1.0)	0.5 (1.0)
Rugged Terrain		−0.9*** (0.3)	−0.9*** (0.3)	−0.9*** (0.3)	−0.9*** (0.3)	−0.9*** (0.3)
Distance to Stockholm (100s of km)		0.5 (0.6)	0.5 (0.6)	0.5 (0.6)	0.5 (0.5)	0.5 (0.5)
Political Participation		7.7*** (2.6)	7.9*** (2.6)	7.6*** (2.5)	8.0*** (2.5)	7.7*** (2.5)
Seat of Bishop		−3.1 (3.6)	−3.1 (3.5)	−3.3 (3.6)	−3.2 (3.6)	−3.4 (3.6)
Placebo (Future Railway)		0.6 (1.5)	0.7 (1.5)	0.7 (1.5)	0.2 (1.7)	0.2 (1.7)
Constant	104.6*** (1.0)	100.5*** (3.7)	100.6*** (3.9)	100.8*** (3.9)	100.8*** (3.9)	101.0*** (3.8)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 11. Regression Analyses: Singing

	(1)	(2)	(3)	(4)	(5)	(6)
Railroad Connection	−9.0 (6.9)	−3.0 (7.6)	−6.9 (8.1)	−5.7 (7.2)	−9.0 (9.7)	−7.8 (8.9)
Inspector Within 30 km			−1.3 (4.7)		−1.0 (4.6)	
Connection × Within 30 km			7.8 (6.9)		7.4 (6.9)	
Inspector Within 20 km				−3.3 (4.3)		−3.0 (4.3)
Connection × Within 20 km				8.6 (5.8)		8.3 (5.8)
Railroad					3.5 (6.6)	3.4 (6.8)
Regional GDP per Capita in 1860		−2.0 (3.4)	−2.1 (3.5)	−2.3 (3.5)	−2.3 (3.5)	−2.4 (3.5)
Town		−7.4** (3.2)	−7.8** (3.3)	−7.4** (3.3)	−7.9** (3.4)	−7.5** (3.3)
Early-Modern Postal Network Density		−1.6 (2.0)	−1.5 (2.0)	−1.5 (1.9)	−1.7 (2.0)	−1.7 (2.0)
Rugged Terrain		−0.3 (1.0)	−0.3 (1.0)	−0.3 (1.0)	−0.3 (1.0)	−0.3 (1.0)
Distance to Stockholm (100s of km)		2.8 (2.9)	2.8 (2.8)	2.8 (2.8)	2.9 (2.8)	2.9 (2.8)
Political Participation		4.6 (11.4)	4.3 (11.3)	4.2 (11.4)	4.0 (11.2)	4.0 (11.3)
Seat of Bishop		11.1* (5.6)	10.3* (5.8)	10.0* (5.7)	10.6* (5.8)	10.3* (5.8)
Placebo (Future Railway)		6.7* (3.6)	6.7* (3.7)	6.8* (3.7)	7.9** (3.5)	7.9** (3.6)
Constant	65.3*** (4.0)	59.3*** (15.8)	60.0*** (16.2)	60.4*** (16.1)	59.6*** (16.1)	59.9*** (16.0)
N	170	170	170	170	170	170

Standard errors in parentheses
Standard errors clustered on inspectors.
* $p < 0.10$, ** $p < 0.05$, *** $p < 0.01$

TABLE 12. Bivariate Correlations

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
(1) Permanent Schools	1.00														
(2) Geo./Hist.	0.35	1.00													
(3) Connection	0.30	0.29	1.00												
(4) Inspector Within 20 km	0.15	0.13	0.28	1.00											
(5) Inspector Within 30 km	0.20	0.16	0.30	0.78	1.00										
(6) 20 km × Connection	0.18	0.19	0.59	0.62	0.48	1.00									
(7) 30 km × Connection	0.20	0.19	0.70	0.50	0.57	0.84	1.00								
(8) GDP per Capita	0.40	0.11	−0.08	−0.04	−0.12	−0.01	−0.06	1.00							
(9) Postal Network	0.21	0.20	0.24	0.15	0.15	0.10	0.12	0.08	1.00						
(10) Pol. Participation	−0.22	0.04	−0.03	−0.01	0.05	0.04	0.03	−0.22	−0.25	1.00					
(11) Town	0.09	0.01	0.08	0.19	0.18	0.12	0.15	−0.05	0.34	−0.10	1.00				
(12) Bishop	0.05	0.07	0.06	0.14	0.12	0.20	0.15	−0.05	0.06	0.04	0.21	1.00			
(13) Stockholm (km)	−0.33	−0.02	−0.15	−0.12	−0.18	−0.08	−0.10	0.06	−0.29	0.42	−0.06	−0.05	1.00		
(14) Placebo (Future Railway)	−0.06	−0.23	−0.40	−0.06	−0.07	−0.23	−0.28	0.03	0.04	−0.13	0.04	0.06	−0.18	1.00	
(15) Ruggedness	−0.47	−0.15	−0.17	−0.13	−0.17	−0.11	−0.13	−0.23	−0.27	0.41	−0.08	−0.08	0.82	−0.16	1.00