

### "THANK GOD FOR SUNDAY."

Now, God be thanked. That He has given—  
Best boon to saint and sinner—  
A day of rest—one day of seven,  
Where toll is not the winner;  
Rest for the tired and jaded brain,  
The wearied hand, on Sunday,  
That they might gather strength again  
For toll renewed on Monday.

The merchant in his counting-room,  
The clerk o'er desk and ledger,  
The artisan at forge or loom,  
The ditcher and the hedger—  
The laborer who must toil and slave  
From early dawn on Monday,  
Until the week sinks in its grave,  
All cry: "Thank God for Sunday."

The day that lifts the weighty chain  
Which all the week hath bound us;  
That respite gives to heart and brain,  
From a thousand cares around us;  
That in the tollsome march of life  
So bids us take, for one day,  
Rest from the battle and the strife,  
Oh! God be thanked for Sunday!

### THE QUADRENNIAL SPASM.

The fourth year in the nation's calendar is always a year of which thoughtful and sober-minded Americans are ashamed.

We have State, county, and municipal elections, more or less, every year, and they are conducted generally in a way to make one blush for his country and his kind. But on the fourth year comes the universal clatter, bellow and blare, for in that year the country is in agony about the next President.

The newspapers, which have shown during the three years preceding some faint glimpsings of sense occasionally, now turn idiotic in a mass. Bosh, driveling and lies are the food they offer an "intelligent public" for some months continuously. It is "the eve of a Presidential election," and they have no room for anything else. There is generally nothing to choose from between one side and the other. With perfect truth, each can tell about

"The slaver and slang of the other side."

The sort of stuff which their conductors imagine will influence "intelligent voters" is an insult to any people that claims to be semi-civilized. Indeed, take any one of our leading political papers to-morrow, and look at what it lays before its readers as argument for its own side and against the other, and confess that no hostile European opinion of the American nation was ever so low as the opinion which must be entertained, and is virtually expressed, by our own political press.

Than the political newspaper there is only one grosser insult offered to the American people in a Presidential campaign, and that is the stump speech.

A number of gentlemen, with more or less power of lungs, who are nerved by the desire to retain offices they now hold, or to get others in the future, go about the country making speeches for one or the other of the rival candidates. The stuff of which they are delivered is beneath contempt. They know it is, themselves—some of them, at least. When not delivering such speeches, many of them are intelligent gentlemen, tolerably educated, with some reading and some power of reflection. The moment they take the stump they cast sense and moderation, reason and truth, to the winds. They are trying to "influence the masses," and the opinion they entertain of the masses is seen in the style of talk they hold with them. There is no sight more pitiful than the bellowing gentleman Senator of Congress on the stump in a Presidential canvass; none more mortifying to a man proud of his country than he and the crowd about him—the speech, the cheers, the flags, the brass band, the measureless idiocy of the whole performance. The good sense and the good name of the nation are insulted and trampled upon and, on the side of the speaker, often knowingly. His opinion could not be plainer if he prefaced each senseless yell for "our side" with the remark: "You are all a pack of fools."

We are once more in the middle of one of these national quadrennial fits. In some respects it is disgracefully worse than any that has preceded it. Hitherto the weapons of these stupid contests have been only the tongue and the pen. But the advance of art has now given us the pencil and the graver! The illustrated papers have entered the field, and the picture can be meaner, fouler and falser than the pen or the tongue dare be. At the same time it is a weapon far more effective, for the voter who cannot read, or cannot reason, can usually see the weighty argument of the

picture. The demagogue has such a high opinion of the voting intelligence of his "enlightened fellow citizens," that he will convince them by a caricature! And having as low an opinion of their decency as of their intelligence, he will make his caricature blasphemous! There are no words capable of expressing the outrage on decency and common Christian feeling perpetrated in one of these illustrated papers, in a certain caricature of the Temptation on the Mountain, and in another, on the opposite side, in a caricature of the passage of the Red Sea. There seems to be nothing, in a Presidential campaign, sacred from the senseless vulgarity and foulness of a partisan press.

What shall be done about it? How long shall every sober and intelligent citizen blush for his country? How long shall stupidity, falsehood and vulgarity run rampant every fourth year to the disgrace of a country that claims to be the foremost in the march of humanity?

There is, in one view, no sight more sublime than that of a great people calmly, carefully and cautiously electing its fittest man and putting him at its head to rule and guide it. Ideally it is the grandest exercise of national conviction and national will. One would suppose it would be done soberly, rationally, and with due sense of its importance. Wherever else we might find mere bluster and bellow, one would expect not to find them in this national crisis, certainly not to find intelligent people, who on other subjects can read, write and reason, taking leave of their intelligence and putting their faith in this matter in humbug, brass and lies.

"But the people are not intelligent. The people are influenced by noise and bluster, gulled by falsehoods and led by tricks, cheated by pictures and banners, processions and cannon firing, and influenced by stump orators. What would you have? We must take things as we find them."

That this is the real opinion, though they dare not express it, of the demagogues who conduct "campaigns," there is no question. That the opinion is as untrue as it is insulting, we honestly believe. That large and increasing masses of the people are disgusted with the style of campaigning the demagogues patronize, we believe also. But even were it as true as the demagogues assume, it would take nothing from the infamy and shame of their action.

For nothing educates a people like a free and intense political life. It is their right to be approached on political affairs with reason and truth. The demagogue who approaches them with nonsense and falsehood, insults them and degrades them. He really despises the "voting cattle" he leads, and is, at heart a traitor to the institution he pretends to love. Every act of national sovereignty and choice should be a lesson in political knowledge to a free people. Issues should be discussed calmly, rationally, without personalities, and seriously, as they deserve. The good sense, the real patriotism and sound judgment of the people should be appealed to. This all good men confess.

So much the more do we blame men who, either through the press or from the stump, assume that the people of this land are ignorant, debauched and indecent, and who approach them with talk, writing, or pictures which flatly put forth that assumption, and are an insult to the people as they are a disgrace to the country.

We believe, as it is always darkest just before dawn, so this present Presidential canvass, the vilest in its personalities, the most senseless in its gabble, and the most indecent in its conduct that the country has yet seen, is the end of the old method. Allow us at least to hope so. The matter, after all, is in the hands of the intelligence and decency of the country. People can, if they will, take this business out of the hands of the disreputable fellows who "run politics," and who insist that a parcel of men without character or responsibility, and a set of newspapers without principle, shall not periodically make the face of every American citizen burn for shame at the unspeakable disgrace done to his country, and to the cause of free institutions everywhere.

For ourselves, faith in the people is a foundation article of our creed. We do not believe them either stupid, besotted or unprincipled. We believe the land is safe, under God, in their hands. As a matter of fact, it makes no special difference whom they choose to put in the highest places. So healthy and strong and true is the national life, that it can stand almost any kind of President, Congressman or Senator, and not know it is hurt. That is the only explanation of our national existence to day.

So much the more, therefore, are we indignant at a press and a demagogery that make a trade of patriotism for approaching such a people as if they were no whit wiser, no whit loftier thoughted, or more steadfast of heart than a Paris mob—the tools of Louis Napoleon one day and of a commune the next.

The great, calm, long-suffering, patient American people, owning the land it lives on, with hostages given to fortune, and pledges to heaven in every household over the broad land, is this the people, gentlemen politicians, to insult with your press and stump "blather-skite," your blasphemous caricatures, and your lying personalities?

Has the time not nearly come, think you, when they will appreciate the grossness of the insults you stupidly put upon them periodically in your "campaigns," when they will awake to your coarseness and insolence, and demand that you, and unsavory carrion kites of your kind, shall go to your own places?—*New York Church Journal.*

### THE NORTH PACIFIC RAILROAD.

The following has been issued by the N. P. R. Co. It is official, and indicates steady progress:

At this date, (October, 1872), regular freight and passenger trains have been running for eight months on Schedule time over the main line of the North Pacific Road, from Duluth to the Eastern border of Dakota, 252 miles; the track is laid and construction trains now run a considerable distance westward across Dakota; all but a small portion of the 200 miles, between the Red river and the crossing of the Missouri, is graded; track-laying is progressing at the rate of two miles per day, and by the close of the present season the road is to be completed and in operation to the Missouri river, 200 miles from the west line of Minnesota, and 454 miles west of Lake Superior. All material and equipment are purchased and ready for the completion and operation of this section of the Road.

On the Pacific coast, in Washington Territory, a finished section of 25 miles has been in regular operation for some months, and an additional extent of 40 miles is now approaching completion—making 65 miles at the western end that will be in running order the present season. This will give a total of 517 miles of Road put in operation in a little more than twenty-four months from the date of beginning work, notwithstanding the necessary delay of the first year attendant upon the prosecution of thorough preliminary surveys and the selection of the best line through a densely wooded region.

A better idea of the real magnitude of the work accomplished will be conveyed by stating that the portion of the Northern Pacific Road, now approaching completion, is considerably longer than the New York Central Railroad and its connecting lines, extending from Albany, New York, to Cleveland, Ohio; nearly as long as the combined roads, reaching from Portland, Maine, through Boston, Providence, New Haven, New York, Philadelphia and Baltimore to Washington; and almost one and a half times the length of an air line from London to Glasgow.

*Surveys.* In addition to this actual construction the work of surveying and locating the entire line across the continent has been pushed with system and vigor, summer and winter; careful engineering, and the selection of the best several possible lines, have in many instances reduced the cost of construction considerably below the original estimates. Continuous surveys and examinations have been made from Lake Superior to Puget Sound with the exception of a short section on the Yellowstone river, which is now being surveyed. The result of two years' careful examinations more than justify the Company's expectations and statements regarding the favorable character of the Valley Route to the Pacific—both in respect to ease of railroad construction and operation, and the good quality of the country traversed by the line. Exclusive of the sections already completed or under construction, there are 836 miles, now being finally located and prepared for contract. This includes the section of 326 miles, extending along the valley of Heart river from the crossing of the Missouri in Central Dakota, to the crossing of the Yellowstone in Eastern Montana, and the section between the mouth of Snake river and Lake Pen d'Oreille, west of the range of the Rocky Mountains.

*Traffic.*—The section of the road now in operation across Minnesota already enjoys a large traffic, including the

carrying trade of the British Settlements in Manitoba and of the Hudson Bay Company. Three steamboats, for the accommodation of this latter business, ply on the Red river of the North between the railroad crossing and the Winnipeg, in British America.

The completion of this season's contracts, will give the Road immediate and permanent control of the very large and profitable traffic of the Upper Missouri river, including the Government in the Northwest. A short distance above the point where the Road strikes the Missouri, the latter bends to the west, carrying a navigable water-way 1,000 miles, from the railroad crossing to the foot of the Rocky Mountain divide, at Fort Benton, in Western Montana. As many as thirty three steamers have been employed in a single season, to accommodate the trade of these upper waters. Thus, on the opening of navigation next spring, there will be a direct east and west line for travel and transportation—part river and part rail—from St. Paul and Lake Superior, in longitude 92°, to the populous portion of Western Montana, in longitude 110°. From Fort Benton westward across the summit, it is less than 400 miles to the head of reliable and constant stream navigation on the Columbia, which river carries this natural high way to the Pacific ocean.

*Lands.*—The portion of the road now nearing completion will at once entitle the Northern Pacific Railroad Company to, and place in its possession, about Ten Million acres of the land granted by the Government—an area twice the size of Massachusetts. The lands are adjacent to either side of the track in Central Minnesota, Eastern Dakota and Western Washington. They are mainly prairie farming lands, of excellent average quality, the remainder being covered with valuable forests of timber.

They lie directly in the path of immigration and settlement, have a sufficient rainfall, a climate of unsurpassed healthfulness, and, in the main, a singularly productive soil. Before advertising its lands, the Company had already received applications, chiefly from actual settlers, for nearly a quarter of a million acres.

The Land Department of the Company is fully organized and in active operation. Nearly two million acres of the Company's lands, partly in Minnesota and partly in Washington Territory, have been surveyed, examined, plotted, appraised and placed in market, at a cost of about one cent per acre. Sales are now being made, and the seventy-first mortgage bonds of the Company have already begun to be cancelled by being received in payment for lands, at a premium of ten per cent.

*Settlement.* In connection with the Land Department, has been organized a Bureau of Immigration, to promote and hasten the settlement of the country tributary to the Road. Agencies are established in the older States of the Union, and in Europe, through which information is diffused and every reasonable facility furnished to organized colonies and intending settlers, equally whether they desire to locate on free Government homesteads, or obtain railroads, or both. Under the auspices of this Department, large and convenient Reception Houses have been built and furnished at each of the several principal points on the Road, to serve as temporary free homes for settlers and their families, while engaged in selecting lands and preparing their own houses.

Settlement and cultivation of the country keep pace with the steady and solid progress of the Road.

### THE DEATH-BED OF FANNY FERN.

Mrs. Parton has been afflicted for many years with inflammatory rheumatism. She has been able to ride about, however, and walk in her garden—she was an ardent admirer of flowers—until this fall. She passed last summer at her villa in Newport. Her right arm was so affected as to be powerless, and she has not left her room since her return to the city. She was forced to sit in an easy chair, her arm being supported by a frame. To lie down caused intense pain and a difficulty in breathing. In this chair, where she has sat for two months, she died, surrounded by loving friends, and her eyes resting on the beautiful flowers which were her comfort in life.

She was perfectly conscious to the last moment, and sent messages of her love to distant friends. A short time ago she told her husband that she was shocked when she saw strangers viewing the remains of the late Alice Carey in Dr. Deem's church, and one of her last requests was, "Let no stranger look upon