

of holy devotions in joy. All that tends to promote this is commendable, but all that prevents these things is sin, no matter what name is given to it. To the Saints of God more than to any other people the command should be sacred: Remember the Sabbath day.

A NOTABLE WOMAN.

The Philadelphia papers bring news of the death, at her home in that city, on April 21, of Mrs. Martha G. Kimball, in the fifty-fourth year of her age. The deceased had a career of most unusual character, and probably no woman of this generation has wielded more influence or occupied a higher place in the confidence of leading men of the nation. She was a woman of indomitable force of will and a strong sense of justice, and was possessed of rare accomplishments and great personal beauty. Her life is stated by those who knew her most intimately to be one long beneficence. George W. Childs once said of her: "She has done more good deeds and said more kind words than any woman I have ever known." The immediate cause of her death was a surgical operation performed in the hope of relieving her of a severe illness by which she had been prostrated the past four months.

Mrs. Kimball was a native of Portland, Maine, and prior to the outbreak of the war became the wife of Henry S. Kimball, who was connected with the treasury department and during the war of the Rebellion was appraiser of the cotton seized by the Union forces. While traveling with him, Mrs. Kimball was attached to General Sherman's army, and gave material aid in directing the hospital corps and rendering individual assistance. Her marked ability and energy was recognized by General Sherman, who appointed her chief inspector of hospitals. During the war she had many hairbreadth escapes, and was twice wrecked on voyages from New York to southern ports. She was the only woman on board the steamer Louise when it took Secretary of War Stanton into Charleston harbor after the obstructions had been removed. When the Stars and Stripes were restored at Fort Sumter she took part in the ceremony, aiding in hoisting the national colors. As the flag was raised some of the flowers on the top of the flagstaff broke off and fell. She caught them up and preserved them as a memento of the historic event.

The deceased was known as a steadfast champion of the poor and unfortunate, the weak and oppressed, and a determined and active foe to harshness and tyranny. At one time she paid a visit to this city, and was the guest of President Brigham Young. She was a firm and consistent friend of the people of Utah and ardently advocated the rightfulness of their cause in the face of almost overwhelming public sentiment. At the close of the war she took up her abode for a portion of her time in Washington, where she enjoyed great popularity, numbering as her personal friends President Grant, Generals Sherman, Sheridan and Hooker, President John-

son and others of equal prominence. One way in which she did good may be shown in the following incident: A number of years ago there came to her house, on a winter's night, two boys who asked for something to eat and stated they were trying to get to the South, where they would not suffer from the cold. She took them in, cared for them and sent them to school. Afterwards she set them up in business, one as a merchant and the other as an electrical engineer. Both are now doing well.

The memory of Mrs. Kimball, however, probably will live longer in connection with the fact that she was the originator of Decoration Day than with any other event of her life. During a visit to the South she noticed Southern women decorating the graves of the Confederate dead. She was pained by the lack of exhibition of general respect in the North for the Union dead, and opened up a correspondence with General Logan, which resulted in the latter, at her request, naming a date for Decoration Day.

She will be truly mourned in Utah, for whose people she entertained a steady and influential friendship, and where she had many personal acquaintances and a host of grateful friends.

A SILLY CHARGE.

At a meeting called last evening to consider ways and means for helping the Carter army of unemployed out of the country, the following among other resolutions was adopted:

Resolved, That when railroads discriminate against one class of American citizens and refuse to transport them, the mass of American citizens being in sympathy with that class, it is just to determine that the roads shall not carry other classes until they desist from such unjust discrimination.

This has a somewhat plausible sound, and would ordinarily be sufficient, were the circumstances were not known, to intensify the already existing dislike that many persons in every community feel against the railroads. In the light of the facts, however, which form the basis for this direct charge aimed against the Rio Grande Western, the resolution is nonsensical in the extreme.

What the author of that resolution must have meant was to rebuke the railroad, not because it was discriminating against, but because it stubbornly refused to discriminate in favor of, "one class of American citizens." What he doubtless intended was to arouse a feeling against it because it was not complacent enough to be "held up" by the industrial army and convey that body of men to the state line for nothing. Giving his motive the most charitable construction, his expressions are nothing but disappointment that the road has declined to make a special cut rate to the state line, or enter into contract to dump down certain passengers for a reduced price into territory and under conditions which it could not legally or legitimately invade or connive at. It is not so very long since the "heartlessness" and "barbarity" of the Southern Pacific railway were

roundly and noisily criticised. Yet the act of that road was not far different from that which these resolution-mongers demand from the Rio Grande Western.

As to railroads in this part of the country "refusing to transport" passengers—that is all rubbish. They are in the transportation business, and the more passengers they can get the better they like it. But they are, under no obligations to furnish free transportation to three or four hundred men who have been made to believe they represent and enjoy "the sympathy of the mass of American citizens" in a foolish march on Washington; and the News sincerely hopes they have too much nerve to surrender their property in the manner of these pre-arranged hold-ups of trains; it's winking at lawlessness and permitting an example that at a later day will surely return to vex them. As to what terms they are willing to make for the transportation of Mr. Carter's contingent, we neither know nor care; but the talk about unjust discrimination against him and his followers is idle, and the expressed determination that "until the roads desist from such discrimination they shall not carry other classes" amounts to a threat that is monumental in its stupidity.

THE FREELAND COLONY.

The failure and consequent distress which followed the attempt to found an English colony in the Argentine and later a settlement of people from Australia in the same locality, does not seem to act as a deterrent on the colonization scheme business in the Old World. The English are now giving substantial aid to Dr. Theodor Hertzka's plan to found an ideal commonwealth in East Africa. The pioneer expedition which left London a short time since in the interest of this movement is expected to arrive at Mombasa, an East African port in Zanguebar, in time to give the members of the party a few days' rest preparatory to starting inland on the 15th of May.

From Mombasa the pioneer corps will make its way in a northwesterly direction for Mount Kenia, distant about 250 miles. From there it will explore the country around the Tana river, to which has been given the title of the Valley of Eden. The valley is more than three thousand feet above the level of the sea, and lies to the east of Victoria Nyanza. Though it is immediately south of the equator, its elevation and surroundings are such that it is said to be not uncomfortably warm, and to be a healthy region. The elevated table land is described by Captain Lugard as well adapted to the colonization enterprise, being fertile and well situated. The explorers intend to select and define the territory in this locality, which the colony, or the commonwealth of Freeland as it is to be called, will occupy. There the promoters anticipate founding an ideal government, in which land will be free to the colonists, and everybody will be well clothed, well fed, well sheltered and well educated.

The British government has made a grant of the land—though on what