

of perishable material, of live stock, etc., now transported by rail that could not be left to lie over. Undoubtedly arrangements could be made for reducing this to a minimum, but whether it could be completely stopped may be doubted. Again, the conception of Sunday as a certain number of definite hours from 12 o'clock Saturday night to 12 o'clock Sunday night is easily open to criticism. Also, there are certain expenses that go on whether the trains run or not. Salaries, rentals, taxes, insurance, certain classes of repairs and renewals, etc., will remain about the same whether the time of service be six days or seven.

Other expenses, however, could be equally distributed over the different days of the week without undertaking to be absolutely exact. Mr. Lord estimates the fixed charges at \$94,171,336, and the adjustable charges at \$258,628,724. If, now, one-seventh of them be saved by the discontinuance of Sunday trains, there is a gain of \$36,946,960, or an increase of 50 per cent. on the gross dividends of the roads. This is, of course, based upon the absolute discontinuance of all trains for a period of 24 hours and the holding of the same rate for the remainder of the week. This is hardly correct, for the stopping of all Sunday trains, while so far as passenger traffic is concerned, it might mean an actual diminution in the amount of work; so far as freight traffic is concerned would rather mean the crowding more into the six days. There would probably be nearly as many freight trains run during the six days as during the seven. Hence a considerable element of the charges would not be affected. Still that there would be a great saving is evident, from the figures, and from the fact that not a few of the leading railroad men express themselves as anxious for such a change. During the past month one of the wealthiest railroads in the country,

the New York Central, has inaugurated a movement in this direction in the belief that not only is it right in principle, but correct in finance.

The one thing that is needed is such a pressure of opinion, not merely from the general public, but from the individual stockholders as shall compel the directors of the roads to accord to what all know to be not only a law of God, but a necessity for man. It is here that the pulpit may exert its power. Every pastor has in his congregation those who are personally interested in railroad investments. If every Christian man who owns stock in any railroad should take the stand wisely and firmly against Sunday trains, the pressure would soon be irresistible, and the results would be seen not only in quieter communities, but in increased incomes and greater general prosperity.

A Word to Our Contributors.

In the department of "Preachers Exchanging Views," we invite a free interchange of views on all subjects legitimate to the pulpit and to pastoral work. This includes, of course, criticisms on doctrinal views expressed. Whenever exceptions are taken to anything that we have admitted into the REVIEW, the point of the objection should be carefully and tersely stated, and the criticism be brief and to the point. Three-fourths of this class of communications we have to decline because of their length. Instead of two or three pages, from *one-fourth to half a page* is all our limits will allow. And as a rule that is sufficient. It is no place to *argue* the case, only to state the point and the grounds of the dissent. Not unfrequently we receive half a dozen or a half score of letters criticising the same writer and the same point. In such cases our rule is, if we think the matter calls for it, to admit one, at the utmost two, of the criticisms, and decline the rest. So that if the correspondents who write for that department do not find their communications published, it is for one of three reasons: 1. The editors judge that the criticism is either not called for or is irrelevant. 2. Or the length excludes it. 3. Or we have already given all the space to the matter that we can afford.

If these points are clearly noted and remembered, it will save us trouble and prevent misapprehension.