

roads, and every one of them is in a high state of prosperity; they are surrounded by Sabbath-keeping men. Every Christian stockholder owes to the man who labors with all the powers of his mind and all the energies of his body six days in the week, a Seventh Day's rest. * * * * *

Is there any money made by the two trains that leave New York for the North on the Sabbath? Who are the passengers that go? Are they those that would not go on Monday? No; and the engine that carries those men on Sunday would carry every one of them on Monday, with every other passenger that wanted to go on Monday morning, at a clear saving of the entire cost of the train to the railroad.—W. E. DODGE, President of the National Temperance Society.

"I refer to railroad corporations as being now the most important in the land of Sabbath-breaking concerns in existence. I had occasion some years since to visit the railroad corporations extensively, examined their books, and demonstrated what was then new to most of them—that the running on the Sabbath was a loss; that the gains were not equal to the losses. I demonstrated another fact—that the number of persons running cars, taking these at the various cities, and all the flagmen who were inconvenienced, and whose Sabbath was in effect destroyed, was greater than the number of persons accommodated by the passing of the trains, going to show that there was neither profit nor convenience taken as a whole. The democratic principle is the greatest good of the greatest number. Why should these trains run at the inconvenience of all the employees of the road, many of whom are poor, for the convenience of a few who would go on the morrow if the facility was not furnished of going on the Sabbath."

"There is no kind of necessity for a Sabbath mail anywhere; the telegraph has superseded it. You can transfer anything to any part of the land on Monday morning; the necessities of human nature require the Sabbath. God was not mistaken when he promulgated as one of the ten commandments—'Remember the Sabbath Day to keep it holy!' I aver that the great mass of the community do not recognise the commandment, for the Sabbath as equally obligatory with the commandment 'Thou shalt not kill.' If we felt it so, Christian men holding railroad stock would refuse to-morrow to participate in it."—FREDERICK STARR.

"If you require a man to break the Fourth Commandment, where is your assurance that he will not break the Eighth, and then the Seventh, and then the Sixth, and become a desperado ultimately? * * * * *

I wish to say to the corporation that runs a train six hundred miles on the Sabbath Day, that they, if I may use the expression, commit a sin six hundred miles long."—REV. T. A. MILLS.

[Extracts from letters of Railroad Managers averse to Sunday trains, addressed by them to the New York Sabbath Committee.]

S. Ruth, Superintendent of the Richmond, Fredericksburgh, and Potomac Raileoad, says: "I have long been of the opinion that it is to the interest of the railroad and steamboat companies to suspend operations on the Sabbath, as it demoralizes the men and makes them reckless, and is the cause of many accidents. *I believe railroad companies would be much more prosperous if Sunday running was entirely suspended,*