

FRIDAY, AUGUST 15, 1879.

## THE EXCURSIONISTS.

MONDAY, AUGUST 11, 1879.

EDITOR DEMOCRATIC SENTINEL.—

We left home at 11:15 A. M. in company with Will Austin, representative of the Rensselaer Standard;

changed car from our easy-going

Narrow Gauge to those of the L. N.

A. &amp; C. Railroad, bound for Lafayette.

While on board this train we encountered our old time friend, Harry Owens,

of Monticello, in company with his young bride—of probably six hours

standing—en route for Kentucky, on their bridal to m.

Harry looked immensely happy, and his genial smile extended over more territory than usual. Ah! that was a very broad smile. We arrived in Lafayette at 2:15 P. M., and at 9:00 P. M. we were joined by Mr. and Mrs. Hoover, Mr. and Mrs. Dr. Lovett, Mr. and Mrs. Weis and Mr. and Mrs. Streight. Our first objective point was the Court House square, where was witnessed one "heat" of Mr. Luke, who is undergoing much physical exertion gaining a wide reputation, some newspaper encomiums and \$500 cash—if he wins—for the wonderful feat of walking 500 miles in 500 consecutive hours. He is a muscular, brawny man, but his appearance is very much dejected owing to the loss of sleep. We left Lafayette at 10:15 A. M., our party numbering about 250 persons. When we arrived at Danville twenty minutes were allowed for dinner, and almost everyone on board partook of a free lunch, which was either provided before we left home or bought at the restaurant before starting, in the morning. In Springfield, the home of our loved and martyred President, we did not tarry long enough to view his last resting place. In the beautiful city of Jacksonville, Illinois, we stopped for supper. From Jacksonville to Quincy we traveled on the Toledo, Wabash and Western Railway. Quincy is a very beautiful city, situated on the Mississippi River. We arrived here about 12:00 M., and the moon shone upon the clear sparkling water presented a sight bewilderingly lovely. At 5 o'clock Friday morning we awoke and found ourselves traveling through Southern Missouri, one of the grandly beautiful countries which present scenery to capture an artist—one grand panorama of beautiful hills and dales as far as the eye can reach; just enough timber to prevent monotony. The grass is tall and waving, and far away in the distance you can see the bright green corn waving in the morning breeze. The land is very diversified. At one moment we ascend a hill which, to our unsophisticated eyes, seems almost a mountain. The next we descend on the other side and if the thing were possible I would say that the scenery in the dale was even yet, more beautiful than that upon the hill-tops.

When nearing Cameron Junction, where sixty members of our party were enabled to procure breakfast, the subject of politics was broached, and the controversy waxing warm a vote was taken through the entire crowd, which resulted as follows: For President, Sherman received 56 votes; Grant, 48; Blaine, 10; Roscoe Conkling, 1; Washburn, 4; Garfield, 4; Hayes, 4; Bayard, 1; Hendricks, 32; Tilden, 10; David Davis, 2; Jeff. Davis, 2; Butler, 5; Cooper, 1; Kelley, 1; "Blue Jeane," 1; Dick Thompson, 3; Evarts, 1; B. Gratz Brown, 1. The party came this far with no serious trouble, save that of Mr. Hall of Cambridge City, who was robbed of \$75 at Union Depot, Indianapolis. The entire party lent a helping hand and donated to him a sum almost equivalent to that which he lost.

On nearing Kansas City we crossed the Missouri River, upon whose broad and muddy surface we could see a steamboat ploughing its way through the foamy waters. We arrived here about noon and took dinner. After this natural—and, in these places where you get food ill prepared—obnoxious duty was performed, we entered a street car and were driven up into the central part of the city where we spent an hour or so in sight-seeing. The main part of the city is probably on an elevation of 200 or 300 feet above the level of the depots and the dusty, filthy part of the city. The walls of the city are almost perpendicular—are solid rock, and for long distances cut to resemble brick work. The effect is very pretty, giving one the impression that it is a rock-bound city. The inhabitants number about 50,000. The houses are of magnificent structure, and the cost of the depots, and grounds belonging thereto is estimated at \$2,500,000. There are very many expensive and beautiful dwellings under process of construction, and I feel perfectly safe in saying that I never, during my very (?) eventful existence, saw a city more bustling and business like. In confirmation of this statement, I will say that there are not less than 1,500 saloons, and every saloon-keeper, judging by the appearance of the citizens, and, judging by the smell of the breath of the citizens, realizes his highest anticipations in regard to the sale of his "wares"—for I think that among the male population of this famous city of Missouri there are more liquors drunk than water, coffee, tea and milk combined. Across the river from Kansas City is a smaller city called Wyandotte, numbering about 5,000 inhabitants. To a stranger the buildings present an unbroken appearance, and Kansas City and Wyandotte look as but one city of grand buildings.

Owing to some misunderstanding on the part of the railroad managers, we were prevented from proceeding immediately on to Colorado, and Mr. Ainsworth concluded to send us over the Kansas City, Fort Scott & Gulf Railroad, to whose managers are due our earnest thanks for courtesies extended—to Fort Scott and Baxter Springs through the eastern part of Kansas.

Saturday morning found us halted at Baxter Springs, in the extreme southeastern part of Kansas. This town at one time promised to become a place of much note. The general government donated it 80,000 acres of land; a \$30,000 court house was built, and many elegant brick churches and business houses begun, but abandoned, as the lead mines were discovered near here, and many of the inhabitants moved to points nearer the mines. The population of the Springs at its most prosperous time numbered 1,200, while it is now reduced to 500. Saturday morning we again started to Fort Scott and arrived there about 10 o'clock. To the citizens of this growing little city of the far west are due our warmest thanks for unparalleled kindness shown us during our two hours' stay there. After breakfast carriages, with or without drivers, were placed at our disposal, free of charge, and we were driven over the attractive parts of the city, after which there was a lively, wideawake reception at the opera house, where we were entertained for about an hour by short pointed speeches from General Blair, member of the Legislature and ex-General of the army, Colonel Robinson, George A. Crawford, Dr. Bitter and Mrs. Helen Gougar, of Lafayette. We formed some very pleasant acquaintances among whom were Mr. and Mrs. Elliott. Kindness was shown to our party by said friends that will be long remembered.

We now returned to Kansas City, where we were compelled to remain till Sunday at 3 o'clock P. M. Mr. Ainsworth returned from Topeka, where he went on Friday, to negotiate with the managers of the road over which we were to pass at 10 o'clock A. M., and informed us of the proposition, which was the best thing he was enabled to offer us on our projected trip, and that was that each member of the party that went on was to pay \$12.65 above that which had been counted upon. Those who were unwilling to pay the extra charge, if a sufficient party of them could be made up, were to be sent up through Hastings, Nebraska, and St. Louis Missouri, and on home. After much wrangling, all of the party save thirteen, concluded to pay up like the "little men;" the remainder of the party went home. We left Kansas City at 3:00 P. M., and Monday, 10:00 A. M. found us 315 miles on the Kansas, Topeka and Santa Fe Railroad at a dead halt. In turning a curve the engineer saw a hand-car on the track but not in time to stop or even slacken the speed to any very great degree. Result, one long iron bar was pushed entirely through the huge engine, completely destroying it for all present purposes; the water seething, boiling hot, pouring out in a stream six inches in diameter. We are very thankful for the miraculous escape of the two men who were on the cowcatcher, and, indeed, for the escape of the entire party in this our first accident. After a delay of about two hours another engine was procured, and we again find ourselves bounding away westward over the boundless prairies.

LIZZIE A. PRICE.

Communication.

RENSSELAER, IND., AUGUST 15, 1879.

MR. EDITOR.—

WE attended the camp-meeting at Remington on Sunday afternoon, and on Saturday and Sunday there was a large turnout of people, but little seeming interest in the exercises about the stand. There was no great disorder, unless talking in the seats might be called disorder. We never heard so much of that during meeting. Outside of the benches all were talking, walking and laughing. It really seemed as though the mass of the great crowd had gone "to see and be seen." The preaching was good, and yet very few seemed interested enough to listen to it. A few old "wheel-horse" Methodists and grave old Presbyterians listened to the preaching, but half of them did not seem to believe it. The subject was "Complete Sanctification" or "Holiness," and well proved up; but it was no go. The people, even the churches have not been educated up to that point. No doubt this is the teaching of the gospel. But the Methodist church seem now to be dividing on this subject of sinless perfection. One minister will say another rises this as a "hobby." Better preach faith and repentance. They have been preaching that or these for many years, and bringing men and women into church by scores and thousands that have never tasted of the good word or life and the powers of the world to come. They must repent and believe, of course; but to live, as becomes Christians, they must be holy, as the Lord God is holy. If Christians can't come up to this standard, they had better have "their first works done over again. This idea of repenting and slinking and sinning and repenting through a whole life, and then hoping that repentance will have the "inside track" on the home stretch, is not safe gospel teaching. We understood, Sunday evening, there had been no conversions yet during the meeting. We suppose if there should be any they would come from the Methodist church. There is no doubt there are too many unconverted persons in all the churches. We think,

it will compete with the Pan-Handle for our

very likely, some of these sanctified ones be deluded, and are, themselves, in the gall of bitterness and bonds of "iniquity." But we say again, if religion is worth having, it is worth having whole; and those half-hearted Christians had better "wake from sleep and arise from the dead." It would seem as though the time for camp-meetings has past. Fifty years ago they might have been fit, but now the land is full of churches capable of holding twice the number who attend them, ordinarily. Another reason: These meetings are generally held in "roasting-ear and watermelon time, and in dog-days," when sickness frequently abounds all over the country.

Yours, in haste,

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COULD A PERSON "GROW IN GRACE" WHO IS PERFECTLY HOLY?

Holiness is superlative.

You might get an increase of holiness by enlarging the vessels containing it; but you can never fill a vessel more than full. So we can't see clearly what good meetings would do the completely sanctified, unless it might be to save or keep up the leaking grace. Jimmy Dunn's temperature may have carried off all the camp-meeting revival grace from Jasper county.

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THE NARROW GAUGE RAILROAD.

At the request of a majority of the stockholders of the Chicago & Ind. Southern R. R. Co., I visited Rensselaer and Delphi last week, and opened negotiations with the I. D. & C. R. W. Co., commonly called the Narrow Gauge railroad. I drove through to Rensselaer. Mr. Ball accompanied me that far. We saw Mr. W. C. McCoy, the president, and Mr. Thompson, the banker and one of the directors of the N. G. R. W. Co. We saw R. S. Dwiggs, and Lawyer Thompson and several other gentlemen, citizens of Rensselaer who were not connected with the road. They were all very anxious to make connection with Chicago as soon as practicable, and seemed to think very favorable of our proposition, but referred us to Col. Yeoman, the president of the construction corps. The Col. wrote me he would meet us at Rensselaer Tuesday evening, but he had arranged for an excursion from Rensselaer to Delphi, for Wednesday, and had to work nearly all night to get his track ready, and trains in order, for the event; but he came to Rensselaer Wednesday morning, and came to my room about 5 A. M. and apologized for not coming the evening before, and informed us that he would be compelled to start back to Delphi at 7 o'clock, and insisted that we should go with him; and that he would spend the day with us. Mr. Ball concluded to return here that morning, and I went on the excursion to Delphi.

The distance from Rensselaer to Delphi is 40 miles; but the train stopped at Pittsburg, on the west side of the Wabash. There Mr. Yeoman had carriages ready to take all his passengers across the river to Delphi, a distance of one mile from Pittsburg. The railroad would have been completed to Delphi, by that time, but before the bridge across the Wabash was completed it was resting partially on piles of timber, in the construction, the big rail in the way, and drift wood down against the propers, causing a grade about two-thirds of the bridge. It will take about all this month to build the bridge and to Delphi. In September they have some elections, on the line towards Indianapolis. After these elections Mr. Yeoman and Mr. McCoy will come here, and to Lowell, to look over the country, and especially our proposed line; and if they find matters as favorable as we represent them, will go at once to work.

At Delphi I had a very pleasant and satisfactory consultation with Pres. McCoy and Col. Yeoman. They received the proposition with favor, and will go over our line before the 2d of October, and meet Mr. Young and M. T. Howe, at South Chicago, and with them come to some definite conclusion. If the N. G. should come to Lowell and Cedar Lake, Cedar Creek and West Creek townships will be required to vote a tax of one cent, in addition to what they have voted. That will help the road out of the woods and over the hills of the lake. If it comes through Eagle Creek it will be less expensive, and the Eagle Creek folks can raise the required amount by subscription. The right way of either of these lines, need not be more than 60 feet. From Crown Point to Hammond the right of way must be 100 feet and the Chicago & S. Ind. must get that, build a grade on it, and donate one half to McCoy and Yeoman's Co., and the other half to Col. of Terre Haute & Evansville standard gauge railroad Co. There are parties in Chicago, with Mr. Young at the head, who will take the tax already voted in this township, and take the chances of raising enough more of parties on the line, and in Chicago and South Chicago, and get the right of way and build the grade, and do the work at once, and wait for the tax to come in.

At a few old "wheel-horse" Methodist and grave old Presbyterians listened to the preaching, but half of them did not seem to believe it. The subject was "Complete Sanctification" or "Holiness," and well proved up; but it was no go.

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