

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—CONTINUED FROM DAY FOR THE EVENING TELEGRAPH.

The Northern Pacific Railway.

From the N. Y. Tribune. While the Central Pacific and Union Pacific Railroad Companies are pushing on their roads, both from the eastern and western points of departure, with amazing energy and success, the Northern Company has as yet done little more than enlighten the country on the comparative advantages of its route over any other. The reason is plain. The former has a large Government subsidy, a loan of United States credit, while the latter has only a simple land grant.

The vast importance of either to the solid and permanent growth of the Union, to its commercial prosperity and its national strength, is beyond any possible estimate. In the midst of the general satisfaction which bids the rapid construction of the one, we simply desire to call attention to the grand resources which the other is likely to command—to the stupendous empire in extent and in natural wealth which it is destined to develop.

The Company is authorized to build a road from the head of Lake Superior, on a line north of the forty-fifth degree of north latitude, to Puget's Sound, throwing off a branch down the Columbia Valley to Portland, Oregon, from a point on the main line less than 300 miles from its western terminus. This is not only the shortest route across the continent, connecting lines of water communication, but its termini are nearer the one to Europe, and the other to Asia, than those of any other.

Seattle, at the head of Puget's Sound, is one of the finest and safest harbors on the globe, with a broad and deep channel to the ocean. In the distance to Ancon, Shanghai, Canton, and Calcutta, Seattle has an average advantage of 260 miles. Besides, the prevailing winds of the Pacific compel all sailing vessels to enter the Straits of Fuca; and thus, for them, Seattle has practically an advantage of 700 miles.

Seattle is three hundred miles nearer to Chicago by the Northern route than San Francisco by the Central; or, if we compare distances to the commencement of lake navigation, at the heads of Lakes Michigan and Superior respectively, the difference is more than 700 miles in favor of the Northern route.

that which is possible, and may be accomplished, would startle the imagination. Out of the territories of the United States it seeks to develop, eleven great States will be added to the Union, containing some of the richest mineral districts on the continent.

Lake Superior projects into the far Northwest several hundred miles further than any other navigable water, and at its head there will be a city rivaling any of those which in the ages gone by had enjoyed the commerce of the East before it. West and northwest of it, the mighty area we have described, inexhaustible in its minerals and its agricultural productiveness, will pour its unimagined wealth of exchanges into and through it.

With fifty bushels of wheat to the acre, as we find in the Saskatchewan, and many more predicted of the point which, by geographical necessity, is to handle the products of a region so vast? Here will be the largest grain elevators ever seen, and that trade which has built so many flourishing cities will build another where nature has made a depot for the most extensive grain-growing country on the globe.

The national gathering of manufacturers at Cleveland has affirmed the feasibility of saving \$150,000,000 on the basis of the present income and outgo; though precisely how this may be done does not appear. The same statement had previously received the endorsement of the St. Louis Board of Trade, whose Finance Committee furnishes an estimate which seems to indicate the data relied upon for the calculation.

The Question of Saving—How Much is Practicable?

From the N. Y. Times. The demand for retrenchment, as the accompaniment of reduced taxation, will be strong only so far as it is governed by intelligence. The necessities of the country must be considered not less than the convenience or interest of the people.

It is evident, however, that the calculation needs revision. Its primary hypothesis in regard to the army and navy is a little in advance of the time. If the whole country were tranquil, and the whole people contented, it would probably not be far removed from accuracy.

The Alabama Reconstruction Convention has framed a constitution on the basis of negro equality, and adjourned. The results of the recent elections for a convention in each of the States of Florida, South Carolina, Mississippi, and Arkansas have not yet been fully reported, although we presume they will turn out to comprehend a majority in each case voting of all the registered voters.

Among the latest proceedings of this body was a resolution from Mr. Hughes (Black delegate) for the appointment of a committee to inquire into and report what should be done with disloyal landholders who refused to employ radical negroes, and who attempted to intimidate them in voting, which was discussed and referred. Absurd as this resolution may appear in regard to the question of employment, it involves a difficulty between white landholders and late slaveholders on the one hand, and black laborers and emancipated slaves on the other, which wears a very threatening aspect.

There certainly is a great deal of fog overshadowing the political future, and especially the Presidential canvass. Neither of the political parties seems to be very certain of its precise position—either in regard to its platform or its policy. The most active section of the Republican party insist upon universal negro suffrage in the Southern States, to be

enforced against the whites by military power, as the corner-stone of the Republican platform; and they will accept General Grant as the candidate if they can first force him upon that platform and if they can't do better.

A movement is now commenced for the calling of a Radical National Convention at Washington, on the twenty-second of February next. It is proposed to invite the National Republican party and adopt a platform of principles around which to rally in the future. The cowardice of Republicans in joining the Copperhead movement, in an endorsement of the Polity of President Johnson, has made such a movement necessary. It is not proposed to nominate a ticket unless a man can be named before that day, to make such nomination necessary.

Pork, Poems, and Piety.

From the N. Y. World. A late Independent contains an article which is the plainest statement we have seen of one of the most prevalent and most pernicious misconceptions that are abroad.

The duty of the community towards the artist is, plainly enough, to give to his art honor and appreciation; to himself every furtherance for the prosecution of his art, food and raiment; and therewith, if he be an artist, he will be content.

And here again one may discover the difference between the poetry of Schiller and the poetry of the editor of the Independent. The most heinous part of the article is the inclusion in it of the clergy. The clergy are a body of men whose business it is to point out always to us the utter worthlessness as well as the evanescence of all our worldly aspirations.

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