

noble heart, ever alive to the generous impulses of humanity, responded to the cries of the distressed, and used every exertion to alleviate her sufferings.—His manifold acts of kindness and charity, in this case and others, has endeared him to all who know him.

And there in the beautiful burial-ground in Waltham she reposes. No unhallowed tongue will speak lightly of her, nor the breath of slander defame her fair character. She sleeps there, the memento of the generous charities of the citizens of Waltham.

How necessary, then, that the salutary lesson which the above melancholy incident is calculated to teach should be duly impressed upon every heart! Here was a young and beautiful woman, possessed of a great degree of intelligence, bidding fair, at the commencement of life, to live as long as any of us, stricken down by the icy hand of death, through the means of an intemperate husband, who had sworn to protect her through life's adverse scenes. But it is one case among a thousand.

Young men! ye who are in the habit of indulging in the intoxicating cup, beware! Your life, bright and prosperous as it seems in the beginning, may, in the end, be productive of as much misery as the case above related. Learn, from this sorrowful incident, to "touch not, taste not, handle not."
—*Mass. Life Boat.*

"Temperance Ships."

With the view of cautioning intending emigrants against trusting too implicitly to the professions put forth by some who advertise ships to sail "on temperance principles," a correspondent has forwarded us the following letter, addressed by the Rev. R. Hamilton, Collingwood, Melbourne, to the Rev. W. Watson, of Langholm:—

"The temptations of the voyage are not to be slightly estimated. The natural perils of the deep are nothing to these. Some ships, I believe, are under very excellent regulations, and order, and peace, and comparative purity and comfort prevail. There is one point, however, in the management of passenger-ships generally, which deserves the severest reprobation. The attention of abstinence societies in particular, and of the public in general, cannot be too speedily and energetically directed to the subject. What I refer to is the dispensing of all kinds of spirituous and fermented liquors to passengers for money, to an extent that is exceedingly injurious to morals, and detrimental to prospects entertained of future prosperity in life. Passenger-ships generally get the name at home of being conducted on temperance principles. But what does their temperance amount to? Simply to this, that the sailors are not allowed their daily grog. The captain and officers have an unrestricted supply to themselves. The passengers are allowed as much as they please, subject to the pleasure of the captain, at prices which have been fixed by the owners, and to which the captain has bound himself before leaving the port. In nine cases out of ten, judging from the principles of human nature it may be well conceived how the commander may be disposed to fix the limits of distribution when his own personal purse is directly interested in the amount of sale. The pretext for the practice is the comfort, convenience, and interests of the passengers. And when private profit harmonises, the law of sale cannot be expected to be very limited or stringent in its exercise. Nor are the sailors altogether exempted from the benefits accruing to the passengers from the operation of this *mild and benignant law of nautical government* (?). If not directly, at least through the instrumentality of passenger-acquaintance, the crew can command a supply of the vile drug, while their sense of oppression and injury is ever rankling under the iniquitous arrangement which renders that evil for Jack which is good for the cabin. Besides, it is a contravention of an Act of Parliament to grant spirituous liquors to

'tween-deck passengers, except in obedience to the doctor's prescription. This act, in practice, has little or no force. It is the doctor's interest, for the sake of the captain's good will, not to thwart his interests. And it is no difficult matter for the unprincipled class which generally fills that important office to wink at a practice which is profitable to the commander in proportion to its prevalence. Thus the passenger ship, making allowance for honourable exceptions, is converted into a dram-shop, of which the captain is the interested publican. A moral atmosphere is breathed of the most noisome and pestilential description. The youth are corrupted. The want of accustomed employment and exercise on board, is a ready plea for social indulgence. The hopes which parents entertained respecting the reclaiming of prodigal sons, after their old associations were broken off, prove a falacy and a dream, from which they are doomed to awake in the agony of heartrending disappointment. The pernicious habits formed or strengthened on board ship, find abundant facilities in the colony for becoming rivetted around their moral and spiritual nature like fetters of iron. Hence the colony swarms with characters of this description, a crying disgrace to their family connection at home. Many are the sons belonging to families of high respectability, and even of religious profession, who either never write, or never furnish a faithful representation when they do write, of what they are, and who are posting headlong under the influence of ungodly, reckless, and improvident habits to a premature grave and a terrible judgment. Strong drink, whatever it is at home, is a great deal more prevalent and more ruinous here. The multitudes whose constitutions are ruined, whose morals are destroyed, whose talents are wasted, whose prospects are blasted, and whose souls are lost through intemperance, are perfectly appalling to contemplate. Every ship that arrives from home, comes freighted with the noxious and desolating beverage. The love of gain seems to supersede every other consideration, and no matter at what expense, the passion must be gratified. And how can anything else than a curse rest on gain that is acquired at the expense of the morals, the everlasting interest of individuals, the comfort and well-being of families, and the prosperity of nations!"

The attention of Messrs. Griffiths and Co., who are advertising "Temperance ships," having been drawn to the above, those gentlemen have made the following statement:—

27 Rood-lane, Fenchurch-street, London, March 17, 1853.

DEAR SIR,—We beg to acknowledge the receipt of your favour of the 11th, and regret that our engagements have not permitted us to call and read the letter to which you refer. We have only to state that in our advertisements, we inform the public that no intoxicating drinks were to be allowed on board our vessels except for medical purposes under the control of the surgeon. This rule to be properly enforced, must of course apply to passengers as well as captain and crew. The term "Temperance Ships" has hitherto been applied only to those in which no intoxicating drinks have been allowed to the crew. We are not aware of any emigrant ships besides our own, in which the charterers have announced that they would enforce the rule upon passengers. If no such distinct announcement has been made, we do not think the term "Temperance Ship" includes it, or that the non-enforcement of the rule upon passengers in such vessels, can be called a *deception*. It is manifest that where no grog is allowed, the vessel will be safer on that account; and we hope your readers will see that where it is forbidden to passengers also, *comfort* as well as *safety* must be secured. It will in fact, be the *Maine Law* on board ship, which we trust will thus find its way into Australia, where it is so much needed.

We are, yours truly, E. K. M. GRIFFITHS & Co.
Ship and Insurance Brokers.