

our opinion, to take measures for the revival and increase of Institutions already in the field, than to pander to the love of novelty by setting up rival Societies.

Doubtless the "Templars," as well as other Orders, have rendered good service to the cause of temperance, and we wish success to all of them. But we do not desire to see one Order prosper at the expense of another, nor do we think that any thing is gained when men pass from the one to the other, and "Templars" become "Sons," or "Sons" become "Templars." A year or two ago the Grand Division of the Sons of Temperance of Michigan ceased to exist, in consequence of the irruption of the Templars into that State. We do not believe that the "Sons" of Nova Scotia would allow themselves to be supplanted in that way; but it will do no harm to put them on their guard, for fickleness is characteristic of fallen human nature.

Should efforts be made to establish other Orders in the Province, besides those now existing, we trust that those who engage in them will be scrupulously careful to avoid collision or interference. Let them break up as much new ground as they can find. But it will do no good to enter into fields already occupied, and tempt the labourers to change their mode of service or wear a new livery.

The National Division has responded to the expressed wishes of the brethren, by sanctioning successive changes, tending to adapt the internal arrangements of the Order more fully to popular tastes and feelings. The "Sons" will recognize the duty of firm and unswerving allegiance.

**A PERILOUS VOYAGE.**—A "Tourist at Home" sends us the following extract from his journal:—

"Arriving at Digby we the same day took the steamer for Bridgetown. The *Experiment* is a noble effort to introduce steam communication between these ports. This will be a great convenience when proper wharves for landing are constructed. It is a fine vessel: but, I am sorry to say, is badly conducted. It is losing the public confidence, and, I think, will never regain it, until sailed on temperance principles. Though all will not deny the authority of skipper alcohol on land; yet few will entrust themselves to his integrity at sea, and especially in a steamer, where life is exposed to fire as well as to water, to ashes and an urn as

well as a watery grave. As it was the day of the Methodist Bazaar at Digby the boat was crowded with passengers returning to Bridgetown, numbering perhaps about two or three hundreds. Conjecture would say that on such an occasion the greatest care and promptness would be used in managing the boat.—But conjecture erred. On ordinary occasions skipper alcohol could sleep in his berth or demijohn: but this was a favourable time to display his authority. So many precious lives entrusted to him excited the malice of his fiendly nature. At the outset, in order to prevent us from arriving at our destination, he kept some of the crew on shore so as to detain the vessel an hour and a half or so too long from starting. Then, after starting, from a drunken brawl with one of the crew a false alarm of fire was given. It is easy to conceive the worst possible consequences of such an alarm in a crowded steamer. Though no harm actually occurred except the fainting of some ladies, yet it might have been worse. I listened to hear some explanation from the captain, or apology for this diabolical act: but as none was given the public are left to conclude that they may expect such things in time to come. Again, through the drunkenness of the fireman, instead of having the proper amount of steam, about 19 pounds(?), we sailed part of the way with only one half a pound—scarcely moving ahead. Smoking was also allowed, but the lesser inconvenience was swallowed up in the greater sense of danger. Things of this nature induced us to leave the boat at Annapolis, grateful to a kind Providence for escaping the danger of explosion, and the certainty of sticking all night in the mud of the river below Bridgetown, which was actually the fate of those who remained on board, a situation which, if not perilous to life, must have been exceedingly unpleasant to persons of good taste. Imagine to yourself some females, who could not neglect their families, wallowing to the shore through the mud, and the rest encamped on the hard deck, hastily devouring for supper a few crackers brought on board at one o'clock in the morning. Thus the pleasures of the occasion were blighted, reminding us of the following lines from Burns on "The Nest of Mice Disturbed"—

"But mousie thou art not alone  
In proving foresight may be vain,—  
The best laid schemes of mice and men  
Gang aft a gley,  
And leave us nought but grief and pain  
For promised joy."

I do not know that the captain was intoxicated,—yet even he, though called a good engineer, is not a temperance man. Now, I rejoice at the introduction of steam power, and especially in travelling, to open up the resources of our fine Pro-

vince. But, if we cannot have it without hecatombs of human sacrifices, such as are offered up in the bordering countries, we shall be far better off, in my opinion, to remain as we have been.—But, since improvements must go on, shall not humanity stand at the helm as well as avarice, and sobriety instead of drunkenness? Shall not steamboat companies in particular require that all in their employ, from the captain to the fireman, shall be total abstinence men, and men of principle?"

We thank our friend for this narration. It is a very proper exposure of most shameful proceedings. If the proprietors of the *Experiment* do not adopt immediate measures for removing the taint of intemperance from their enterprise, they cannot expect a continuance of public patronage. Regard to their own interest, if there were no other considerations to be adduced, will have due influence on their minds.

No person who is addicted to intemperance should be entrusted with the management of a steam-engine, or be employed in a steamship or on a railway. Property and life ought not to be exposed to such risks.

Eleven years ago we went from Annapolis to St John, and from St John to Eastport in the Steamer *North America*. The management of that vessel was most disgraceful. The captain was drunk when he took his seat at the dinner table, and several of the crew were disabled for duty from the same cause. We were truly thankful when we exchanged steamers at Eastport, and we were not at all surprised to hear, a few months afterwards, that the *North America* was driven on shore and tot ally lost.

The public have a right to exercise the utmost vigilance in this matter.—Owners of steamships and directors of railways are bound to respect the expression of indignant feeling, whenever they show themselves regardless or indifferent to the safety of those who are for the time being placed under their care.

We cheerfully give insertion to the following document. It requires no comment. We will only observe that as soon as we receive a copy of the work referred to, it will be fully reviewed in our columns:—

**TEMPERANCE IN UNION COLLEGE.**—At the stated meeting of the Board of Trustees