

was stated by the Rev. H. W. Beecher, in his sermon on the loss of the Arctic, as reported in the *New York Tribune*, in October last, that "the full extent of losses on vessels which have met with disasters, reported in American papers, in some way connected with American trade, embracing inland trade, exceeds 4,000 within the last twelve months. The whole reported from every part of the world is over 10,000." I give you the figures as many of us have seen them published, but they are so enormous that I think we can hardly accept them until we know on what principle the computation has been made.

We do not, however, require precision in figures to inform us of the unusual calamities by sea during the year now closing. It has been the daily report of the newspapers. Noble ships have left their ports, and their departure is all that is known of their fate. This has been the case with the "City of Glasgow" and many others. Ships have been consumed by fire while afloat upon the water, which only quenched the flame when it swallowed them up. They have been dashed to pieces on treacherous coasts, or, like the magnificent "Arctic," they have "sunk like lead in the mighty waters." Verily the sea, though our servant, is yet our master. If we ride it too recklessly, it will startle us with proofs of its awful power. Man boasteth that he can rule nature, but if he mindeth not God, nature will rule him. In these particular disasters by sea I presume not to define the limits of man's responsibility. But that we wield our powers subject to imperative conditions, is evident. The merciful Being who rules supreme over land and sea alike, calls on us to observe them. Courage must be mixed with caution, boldness with humility, and the love of God must be