

wound. Let the monster die, and shout in triumph, victory! as he breathes his last.

I had almost forgotten to observe that you can add to abstinence, combination, and co-operation, Prayer. If prayer without effort is presumption, effort without prayer is equally so. "Prayer moves the arm that moves the world." Prayer brings God to your assistance; and if "God be for you, who can be against you."

I cannot conclude without expressing my warmest desire to see the Ministers of the Gospel taking a more active, and leading part in this noble cause. And could I let my voice be heard this evening by my ministerial brethren over the length and breadth of the land, I would say—Ministers of Christ, brethren in the holy ministry, for the sake of your own accountability to God, for the sake of that honourable office you sustain, for the sake of the glory of the master whom you serve, for the sake of the preservation of the churches that you love, for the sake of the peace and comfort of the families committed to your care, for the sake of the young and rising generation, for the sake of the prospect of prosperity and success in your work, for the sake of the advancement of the Saviour's glory on the earth, espouse the temperance cause; zealously, but prudently advocate its claims, and the blessing from on high will rest upon you, for the work is the work of God.

A word in closing to all who are teetotalers. You have done well in taking your stand on the side of temperance, but do not stop short where you are. Regard Total Abstinence as only one step in the right path for you to tread. Remember Teetotalism is not religion, you may reform, you may refrain from touching strong drink, you may become warm advocates of Temperance; and yet, you may still continue enemies to God and perish in another way. Nothing but the Cross can slay the enmity of the human heart, or give salvation to the human mind. Nothing but faith in a crucified Redeemer can secure peace with God, the justification of your persons, the renewal of your natures, acceptance of your services, and the complete redemption of your souls. We therefore exhibit to-night the Cross, and present Christ crucified before you. We tell you to look on Him whom ye have pierced, and mourn for the sins that nailed Him to the tree. We urge you to come to Him with a broken and a contrite heart, for a broken and contrite heart He will not despise. He Himself invites you to approach his cross—He says "Him that cometh unto me, I will in no wise cast out," "And the spirit and the bride say come, and let him that heareth say come, and let him that is athirst come, and whosoever will, let him take of the water of life freely." "Believe on the Lord Jesus Christ, and thou shalt be saved."—AMEN.

### RAILWAY TRAVELLING!

(From the Bristol Temperance Herald.)

It will be seen from the following particulars, that through the use of strong drink by two men employed on a Railway Engine, a very large number of individuals have been subjected to the risk of loss of life and limb under circumstances of the most frightful character. We have, heretofore, recorded several instances of a similar description, but we fear that the actual occurrence of some tremendous catastrophe will alone be sufficient to induce the Railway authorities to adopt regulations which will ensure the public safety without any disadvantage to themselves. If Government have insisted on abstinence from strong drink, in the case of the party engaged to search for Sir John Franklyn and his crew, surely a similar condition may be required, without the least hardship, of men engaged in a service in this country, in which the lives of so large a portion of the public are constantly exposed to danger, and if our Railway Managers will not do it, we hope Government will.

On Tuesday, at the New Bailey, two men, named Wm. Hatfield and Mark Clegg, the former an engine-driver and the latter a fireman, in the employ of the London and North Western Railway Company, were brought up before Mr. Trafford, the stipendiary magistrate, and Captain Whittaker, charged with drunkenness and gross negligence in the discharge of their duty. It appeared that the prisoners had charge of the night mail train from Liverpool to London on Saturday. The pointsman at the Warrington Junction being at his post waiting for the train, was surprised to hear it coming at a very rapid rate. He had been preparing to turn the points, in order to shut the train on the Warrington Junction; but, as the train did not diminish in speed, but rather increased as it approached, he, anticipating great danger if he should turn the points, determined on the instant upon letting the train take its course, and not turning them. Most fortunate was it that he exercised so much judgment and sagacity; for, in consequence of the acuteness of the curve, at the Warrington Junction, and the tremendous rate at which the train was proceeding—not less than forty miles an hour—it does not appear that anything could have otherwise prevented the train from being overturned, and a frightful sacrifice of human life ensuing. Meantime the train continued its frightful progress; but the mail guard, seated at the end of the train, perceiving that it was going on towards Manchester instead of staying at the junction, signalled to the engine-driver and fireman, but without effect, no notice whatever being taken of his signals. Finding this to be the case, he, at very considerable risk, passed over from carriage to carriage till he reached the engine, where he found both the prisoners lying drunk, and apparently insensible from the effects of liquor. They resisted, for some time, all his efforts to stop the train, and he was unable to bring them to a sense of their duty and their peril till they were near to Patricroft. At length, however, he succeeded in stopping the train just before it reached that station, a distance of fourteen miles from Warrington. This, again, appears to be almost a miraculous circumstance; for, at the Patricroft-station, on the same line as that on which the mail train was running, was another train, containing a number of passengers, who thus escaped from the consequences of a dreadful collision. The prisoners were, of course, immediately given into custody, and conveyed to the New Bailey prison, while other assistance being obtained, the train was taken back to the Warrington Junction. Hatfield appeared very penitent, and wept bitterly at the danger to life and property of which he had been the cause. Clegg said that he had been out all the previous night with a train, and had not taken his clothes off, that before he started for Liverpool he had taken three glasses of spirits and water, but that he went into the office before starting, and did not feel any effects from what he had drank till after the train started, when he supposed it was the keen air, coupled with his having been up all the previous night, which caused him to fall asleep. After some consultation, the bench appeared to be of opinion that some negligence had been exhibited at the office in Liverpool, or the men would not have been allowed to have left there in such a state of intoxication; and they decided upon sentencing both prisoners to two months' imprisonment and hard labour.

### PLANS FOR AVERTING FIRES.

The following useful suggestions appear in the form of a letter to the editor of the *Scotsman* by Messrs. W. & R. Chambers:—

Sir,—The recent occurrence of two destructive fires of workshops, and the equally serious burning of a paper mill on the Esk, some time ago, suggest the possible utility of making known the plans adopted by us for averting a calamity of this kind in our printing premises. A fire, as is well known, usually occurs from some trifling act of carelessness—as the throwing down of and imper-