

Provincial Wesleyan.

WEDNESDAY, APRIL 16, 1873.

THE GREAT TRAGEDY.

The morning of April 1st, 1873 will long be held memorable as the period when the most dreadful shipwreck of modern times occurred. On that calamitous morning, nearly five hundred and fifty human beings—men, women and children, came to an untimely end by the stranding of a noble steamship on our coast. It was an appalling and heart-rending disaster. It is characterized by incidents of the most mournful and pathetic kind. It has planted in the bosom of thousands a grief that will prove life-long. Its plaintive and tragic story has touched the hearts of millions, and awakened their pity and indignation.

The spiritual lesson of this dread catastrophe is so plain, so clearly taught that none can misunderstand it; so impressive, solemn and important that none should neglect to lay it to heart. Under its teaching every man should feel that there is but a step between him and death, even when the unclouded stars shine softly upon him from above, and below his bark seems wafted homeward by gentle winds over unweaved seas, and should therefore seek through the atoning sacrifice of the Divine Redeemer that readiness for entrance into the presence of God that robs death of all its terror. This is a lesson which on a larger or lesser scale is forced upon our attention every day of our lives. We shall consequently not dwell longer thereon at this moment.

But let us contemplate the circumstances under which this terrible disaster was brought about. Regarding it from the purely human standpoint, we ask was this terrible event one of those that no human skill, foresight and energy could have averted? Or was it one of those calamities that could have been averted only by an extraordinary degree of care and ability, such as we have no right to expect from ordinary men entrusted with a splendid ship and with the lives of a thousand people. At the moment of writing the Halifax Court of Enquiry has not completed its investigation. But all the evidence of value in the case that can be adduced has been given to the public. Let us survey the matter in the light of that evidence.

At noon on the 31st of March, the Captain of the *Atlantic*, on the eleventh day of his voyage finds his ship to be four hundred and sixty miles from the entrance of New York harbor, with only 127 tons of coal on board, and two days general provisions for nearly a thousand persons, and making but seven knots an hour. Were ordinary precautions taken in coaling and victualing this ship before she left Liverpool? Was it the right thing to do to send this ship, at one of the most boisterous seasons of the year, across the ocean on a voyage some eleven or thirteen days in length if everything should be favorable, freighted with almost a thousand people, with only thirteen days full provision on board? What if her machinery should get deranged in mid-ocean so that her voyage should be a long one? What in that case is to prevent her passengers perishing by hundreds from starvation before land can be reached on either side of the ocean? Was it prudent in provisioning this noble ship, to make no allowance for the possibility of her voyage being a protracted one?

The ship happily met with no disaster in mid-ocean, though during some days she made but slow progress in the teeth of headwinds and heavy seas. Nevertheless at one o'clock in the afternoon of March 31st, after taking counsel with his officers, the Captain of the *Atlantic* resolved to run into Halifax to re-coal and re-victual his vessel, *Sambre Light* being at that hour 170 miles distant. Forthwith the ship was headed Halifax-ward, and as if to speed her along, the wind veered so as to sweep across her quarter. There she lay for hours and hours, every thing seemed to operate in her favour. The swell went down, and when night came, the clouds passed away and the stars shone out.

Through the hours of the evening a great excitement reigned on board. The vessel was known to be fast approaching the land. The monotony of the voyage was about to be broken. The ship was to remain at least some hours in the far famed Halifax Harbour. The pent up passengers would be able to stretch their limbs for awhile on terra firma. Some of the Cabin passengers, weary of the voyage, returning to friends impatiently awaiting their arrival, probably came to the conclusion that they would spend a day seeing the sights at Halifax, and take the train on the following day to St. John and Bangor, and then finish their journey homeward on land. As midnight drew on, they all sought their berths, and slumbered and slept, none probably dreaming of danger.

The gallant ship sped on toward the coast at almost her highest rate of speed. The steam was up in force. The machinery moved like clockwork. The steering apparatus was in perfect order. The beautiful creature swept through the light crested waves like a living thing. Trice, there was danger ahead. But then, how easy to avoid it. There were light houses to be shortly seen, by which she might be guided in her pathway. There were magnificent charts on board which revealed the character of the approaches to Halifax Harbour. The soundings off and along the coast were laid down on one of those charts with painstaking accuracy. There were sounding apparatus at hand of the most reliable sort. She had a Commander of large and varied experience of the dangers of the sea. In addition, she had in her other officers, four skilled navigators to care for her well-being, and had also a full crew of average efficiency. By the aid of the best nautical instruments, at noon on this day, these officers determined her position, and they had the means at command afterwards of calcu-

lating with a certain degree of exactness her average rate of speed. Surely under these circumstances it should have fared well with the ship and her living cargo. What was needed to ensure the ship's safety at the most hours of this fatal night drew on? No remarkable display of seamanship was required from anybody. The emergency would have been fully met by precautions of the most common place description. It needed that the speed of the ship should be carefully ascertained from hour to hour, that a vigilant outlook should be maintained from such positions as the ship would enable the watchers best to see what lay ahead, that the ship should move slowly during the hours after midnight, that, as the horizon to the North was never perfectly clear, and frequently darkened by clouds so that it would be impossible to see low-lying land at any great distance, the lead should be thrown often. Had not the hundreds of men, women and children who lay wrapt in slumber below during this last night of their lives the right to expect that such ordinary care as this would be expended to save them from death? Oh, surely such an expectation was a very modest and reasonable one. And if these common place precautions had been taken, is it not certain that the great tragedy would not have been enacted on this fatal night?

Which one or what number of these precautions were taken by the parties concerned on the night in question? It is almost certain that sufficient care was not taken to ascertain the Atlantic's rate of speed between one p. m., on the 31st of March and 3 a. m., on the 1st of April, and that no thoroughly effective look out was maintained during the hours of danger. And it is absolutely certain that the lead was not cast at all, and that the Captain was asleep in his Chart-room when he ought to have been wide awake on the bridge of the ship.

One man there was on board this doomed ship, on this night of terror, who would have been equal to the situation, had he been in a position to exercise authority. Quarter-master Robert Thomas would have saved the ship had his counsel or his entreaties been allowed to have weight. He had learnt the position of the ship at noon and its distance from Sambre Light. He had watched or otherwise made himself familiar with the speed of the ship from that hour till half-past one on the following morning. He had calculated justly that the ship at that later moment was perilously near the land. He besought the second officer to turn the ship's course from the land. Refused by him, he suggested later to the fourth officer that he should be permitted to look out for land at the main yard. Again was his entreaty disregarded. Finally after 3 o'clock, he urged the careless second officer to rouse the sleepy Captain from his ill-timed slumbers by shaking him; and when the dreadfully mismanaged vessel had been rushed upon the rocks, and death was busy among the passengers, Robert Thomas was one of the bravest of the brave in his life-saving exertions. We hope he is young in years. He seems to have in him the mingled courage and capacity which mark the hero in time of peril. He should be heard from honorably by us.

Surveying the circumstances of this most deplorable case, we cannot but conclude that five hundred and forty seven human beings, in this instance were the victims of a neglect astounding as it was reprehensible. J. R. N.

LETTER FROM ENGLAND.

To the Editor of the Provincial Wesleyan.

REV. SIR,—I have long read the *Provincial Wesleyan* with growing interest, and think it ought not to be valued by the Methodist people within your Conference. In accordance with this I have sometimes felt the wish to send you an occasional communication containing some of the news that may be given by other correspondents. You will just make what use of my epistle you think best.

You noticed the fact that a Methodist, and the son of a Wesleyan Minister, was the first Wrangler at Cambridge this year, and that several other Methodists won high honours on the Mathematical Tripos. Mr. Harding was educated at Wharfedale College, Boston Spa in Tadcaster, Yorkshire, by R. Oliver, LL. D., brother of Rev. G. W. Oliver, of Southlands Methodist Training College.

The list of Candidates of the Cambridge Classical Tripos was issued on Thursday, and the fourth position is won by W. A. Meek, of York, the son of Sir James Meek, who was his father, the late Sir James Meek, have been noted Carriers and leading Methodists at York, though Sir James now worships with the Primitive Methodists. The thirteenth name on the list, J. M. Angus, is the son of Rev. Dr. Angus, President of Regent Park Baptist College, known as the author of the Bible Handbook.

Mr. W. S. Allen, the Methodist Liberal Member of Parliament for Newcastle-under-Lyme, has published his views on Methodism in this country, and regrets that although our connexion is more rich and powerful with 1400 ministers 11000 Local Preachers and 300,000 members, we are not making as much progress in numbers as we ought.

The cause he thinks is that there is less earnestness, less aggressiveness, too much regard for respectability and a departure from the old Methodist Plan of out door preaching. The cure, he considers, to be more earnest effort on the part of each member of Society and Minister, more out door preaching, more red-hot sermons, more aggressive work, less formality, and more powerful appeal, to the heart and conscience in connection with the elaborate sermons preached. This pamphlet is selling largely and is well received.

In another communication I may name other causes. It is pleasing to those who take a great interest in the prosperity of Zion, to know there are causes at work which promise to give us increasing numbers; among the rest, the increasing number of meetings held for the attainment of the blessing of entire sanctification, and the numbers attending them and seeking that help and aid which God's Spirit gives, for winning souls by God's Spirit, for winning souls by God's Spirit. The Methodist Recorder and Watchman are doing good by publishing accounts of Revivals which are taking place in different Methodist circuits.

About 800 gentlemen and ladies breakfasted together in Cannon Street Hotel, London, on the occasion of the presentation of a testimonial to the Rev. Dr. Patten, the Congregational South African Missionary, consisting of East India Guaranteed Railway stock £2500, yielding an income of £225 a year; £555 being handed to the Doctor to invest as he thought good. Bishop Crowther, the native West African Bishop, and the Bishop, addressed the audience, as did a Secretary from each Nonconformist Missionary Society, and eight Members of Parliament.

The movement for the disestablishment of the English Episcopal Protestant Church is supported by 17 lectures and public meetings. Many of these meetings have been broken up by bands of rough fellows apparently hired for the purpose by those who wish to put a stop to the agitation.

These parties even have succeeded in procuring the greater number of the tickets of admission to the lectures, and at a Lecture delivered by Rev. D. Jones Hamer, in the Salford Town Hall, on Religious Equality the True Liberalism, and at which Mr. Councilor W. Lee presided, some 1000 rough fellows, on their right of ingress, later on a confined store of alternate vilements, groans, shouting, hissing, hooting, howling, cork-crowding and singing of songs, so utterly to prevent Mr. Hamer being heard that he was on his legs for hours, forever in vain in his efforts to get a hearing.

At Leeds, Leicester, and a number of other towns, such uproarious meetings have been held and dissolved, without the speakers being allowed to address the audience.

There seem to be men who have plenty of money and the inclination to spend it in thus preventing discussion. The Union between these Conservatives, the Publicans, and Brewers, has led to such rough proceedings, that the Society of Friends, who for drink and money will do any kind of base work.

Though not personally an anti-state agitator or liberationist, I am disgusted with such disturbances.

The returns of Great Britain and Ireland show a consumption of 26,872,183 gallons of British made Spirits; an increase of 7,798,539 gallons. The quantity of foreign and colonial spirits imported 9,030,835 proof gallons, an increase of 135,326 gallons over the quantity of the preceding year.

The Medical profession are taking a more active part in addressing Public Meetings. A Public Conference of Medical Men, is held each year in the same town and at the same time. The Social Congress is held, and a number of Surgeons and Physicians who determine to speak out against the use of alcoholic Drinks, yearly increases.

Even the *Lancet*, which twenty years ago hounded on the profession against Dr. Carpenter, who was elected President of the British Association (for the Promotion of Science), for his Essay against the use of Alcoholic Drinks, now contained articles as decided upon the question as ever Dr. Carpenter himself, and Continental Medical Practitioners are beginning to promulgate the same views.

Dr. Martin, of Manchester, at a recent Public Meeting, said that Teetotalers very rarely needed any medical aid from him, but when they did, he could invariably restore their health. Dr. Martin, who is elected President of the British Association (for the Promotion of Science), for his Essay against the use of Alcoholic Drinks, now contained articles as decided upon the question as ever Dr. Carpenter himself, and Continental Medical Practitioners are beginning to promulgate the same views.

Dr. Bower, of Preston, stated, as the result of his twenty years' experience, in the profession, that diseases could be treated a great deal better without drink than with it. He had attended 40,000 Patients without ordering a single spoonful of intoxicating drink. He had aided in 3000 cases of midwifery, and had never given any intoxicating liquor, and he had not lost a single case.

Dr. Townson, of Liverpool, said he believed God Temperance was having a most beneficial effect upon the health of our population, and if they wanted to enjoy good health, as he did, not to seek the facious solace of drink, but to take moderate quantities of oatmeal porridge and pure cow's milk. The records of the Temperance Provident Institution and Life Assurance Society had fewer premature deaths than any other Society.

Mr. Pimms's movement for a Royal Commission to enquire about the character of sending out almost rotten ships and over laden ships to sea, is likely to excite as much attention as the Factory children's Act.

He is doing a noble work sacrificing his time, money, and ease, doing a work which will give him no personal advantage, and he is doing it in order to enrich wicked greedy men who care not so much as they ought for the lives of their sailors.

I am,
Yours truly,
J. L. DREXCE.

Yorkshire England March 24th, 1873.

NEW BRUNSWICK CORRESPONDENCE.

ST. JOHN CIRCUIT.

Failure of Monthly contributions to PROVINCIAL WESLEYAN. A Wesleyan Circuit was organized on the 1st of January, 1873, and has since that time been in operation. It is now in the hands of the Rev. J. L. Drexce, and is in a very healthy condition.

Three weeks ago last Wednesday we commenced special services at Diligent River. About forty persons have already responded to the blessing of sinners, and some are enabled to rejoice on account of the still greater one of Perfect Love. Amongst the newly converted are some very aged persons. One especially who had arrived at the advanced age of eighty-two, and who had been in the hands of the Lord for the last sixteen years has since our meetings commenced been enabled to rejoice in God. Last Sabbath afternoon, at the close of the services, heads of families were earnestly requested to erect family altars. Amongst those who complied with that request was one, Mr. Edon Dow, who received such a blessing when engaged in the service, that the remainder of the night was spent in prayer and praise. Monday afternoon whilst engaged at his work in the woods, he was suddenly killed by a broken limb of a tree. The neighbors who heard of the event, gathered together in the house of the deceased to render what assistance they could. It was proposed that they should go to prayer, and that the first time in their lives they should be crying aloud to God for mercy. Two individuals their conversion from that hour. It appears now as if the whole community would turn to God. The opinion of those who have lived longest in the night of sin, is that there has not been any work of grace for thirty years.

On Sabbath evening the revival broke out in Mill Village. Nine persons at the close of the meeting manifested a desire to flee from the wrath to come, the number has now increased to over twenty, during the ensuing week, Brother Betts and I will have to keep the services going in both localities.

On Thursday evening a public temperance meeting was held in our church, stirring addresses were delivered by the Rev. D. W. McKinnon of the Freebyterian Church, and others. A Temperance Union was formed, monthly meetings are to be held, and a determined effort is to be made to stop the traffic in intoxicating liquors, both legal and illegal. One hundred per-

sons came forward that evening and signed the Temperance Pledge.

We think that it is absolutely necessary for the working of this circuit, that the portion of it on the shores of Colchester Bay should be formed into a Home Mission Station, there is an extensive field of labor in that part of the circuit. We can only visit them once in three weeks, and then only for a few hours. We are desirous of their accustomed services. We hope that our case will receive a favourable consideration from the hands of the Stationing Committee.

DAVID B. SCOTT.

YARMOOUTH NORTH.—During the last few weeks, a subdued, but at times, very powerful influence has accompanied the services of prayer. At the United Class Meeting last Sabbath, the testimonies given were of the most refreshing kind. In many instances the beaming joy of countenance, more eloquent than words, spoke of "fellowship with the Father and with His Son Jesus Christ."

It was truly delightful by a brother, who in the United States had been present at such a service—a praise meeting, without a syllable of rhapsody the strain of praise, from first to last was unbroken. The evening service was one of deep and solemnity. The testimonies of those who had professed faith in Christ were baptized in the presence of the congregation and several others were welcomed to Church membership. The sacramental service which followed was not only a memorable one to the new communicants and general public of St. John. He entirely repudiated the idea of any sectarian instructions being imparted within their walls, and put forward as an instance of the confidence felt by others in this particular, the fact that several Roman Catholic youths were now studying there. Professor Allison's speech was very effective and delivered with that emphasis for which that gentleman is so remarkable. The Rev. T. J. Deinstadt seconded the resolution.

A collection was then taken up and the benediction pronounced by the Rev. Mr. Currie.

The resolutions moved and seconded were as follows:

That the important part performed by our educational institution at Sackville in the general and Christian education of the youth of the Maritime Provinces during the last quarter of a century, calls for devout thankfulness to Almighty God under whose favour the Methodist Church has been permitted to wield so effectual an instrument for good.

That this meeting, concurring in the opinion of last conference that an endowment fund of \$60,000 is immediately necessary to keep our institutions in their hitherto effective condition, pledges itself to do all it can to secure the accomplishment of that object.

That the connection which the subject of Christian education has with the theological training of the rising ministry of our churches, as well as with our academies and colleges at Sackville, should invest the operations of our Educational Society with increased interest, and demand the practical sympathy and regard of our people.—*St. John Tribune* 11th inst.

SUDDEN DEATH OF A PUBLIC OFFICER.

William Parker Esq., Collector of Customs for the Port of Newcastle, died suddenly on Sunday afternoon. The following obituary is from the pen of one who knew him well and valued him as a man of worth:

The sudden death is announced of Wm. Parker Esq., Collector at the Port of Newcastle, New Brunswick. Mr. Parker was one of New Brunswick's best men and leaves an untimely memory to be cherished by his family and his friends. Threading through life a not over conspicuous course he was doubly eminent in all the virtues which adorn the man and make him worthy of the title "noble." He was indeed a true and noble man, a high minded Christian gentleman, pure of heart, and pure of motive, and brought to the discharge of his many duties a sound judgment, a vigorous intellect, unobscured and unspotted integrity, a charity interpreting his fellowman in which malice found no shelter nor harsh haste any encouragement.

Mr. Parker had held the office of Collector at Newcastle for past six years, and was an able and efficient officer. He was a native of Northumberland, and wended his way to his position of responsibility and respect in which he was held, by his own steady energies, self-culture and undeviating rectitude. Blessed in early life, with but meagre educational advantages, Mr. Parker made amends for this by a self education as wide as it was thorough, and accomplished, and as a writer and lecturer, few could equal him in range and variety of thought and information. His mind was original, capacious, keen, and genial, and brought the warmth of his great heart to speak only thoughts attractive. He was a friend that never swerved and knew no turning. Honest to the core himself, his friend shared the charity of his heart. While there was a shred of charity left to stand by that friend, no slander could delude him, but through evil and through good report he remained steadfast and true.

Mr. Parker's death is a Provincial loss. He was chairman of the Northumberland Sessions, and the Bench there will greatly miss him. He was Trustee of Schools, Secretary to the Northumberland Agricultural Society, and Collector of Customs.

To all classes of society his death will cause real sorrow. The poor will weep for their ever-giving friend, and the rich and cultivated will count with deep regret one gone of noble life and noble character.

To Mr. Parker's wife and family we extend our heartfelt sympathy. They will miss him most of all, for in his home the great nobility of his nature shone out, if possible, to more advantage than elsewhere. A great and good man has gone to his rest. He lived and died an active Christian, and the last trumpet shall announce the slumbers of no tomb whose occupant shall have been so suddenly taken by surprise. He walked across the river on Saturday meditating upon the subject upon which he intended to speak on the Sabbath morning, and when he returned he seemed very greatly fatigued. In the night he

complained of a severe pain in his head, and a physician was called in who prescribed for him, and the medicine ordered was administered; but about 7 o'clock on Sabbath morning he became apparently utterly unconscious, and he never spoke again. How true it is, that "in the midst of life we are in death."

Brother Parker was, we are well assured, and too good to be unkind. May He sanctify this sad stroke to us all, and raise up some one to fill his place, in my sincere prayer.

THE "ATLANTIC" DISASTER.

(From N. Y. Tribune.)

This is the greatest disaster of the half-century; not since the British frigates "St. George" and "Defence" were wrecked off the coast of Iceland, in 1811, has any such frightful loss of life been added to the sorrow of the sea. In that wreck 2000 men were drowned. The sinking of the "Royal George" off Spithead, in 1782, when Admiral Knowles' 64th was lost with his 600 men, was long celebrated in song and story as the great catastrophe for sea for many generations. The wrecking of the "Royal Charter" on the Anglesey coast, in 1839, when 416 lives and much treasure were lost, sent a thrill of horror throughout the civilized world. That same year, too, the "Pomona" was cast away on Blackwater Bank, and 395 men were drowned. The "Austria" burned in mid-ocean the year before, lost 461 persons. On the "Pacific," which disappeared in 1826, there were 186 people; and on the "City of Glasgow," never heard of since 1854, there were 480. The "Arctic," we in America have still sorrowful recollections; 300 men, women, and children were lost on that ship, off the coast of Newfoundland, in 1854. On the same dead line of coast the "Hungarian," with 229 people, was cast away in 1866. The sinking of the "Northfield" in the English Channel last January, was the latest great disaster until that which we now record. By the wreck of the "Northfield," 255 persons were swept out of the world; but the story of the heroism, chivalry, and dauntless courage of Knowles and those who went down with him, will endure so long as men love to talk of bravery in the face of death.

From New York Herald.

The ill-fated "Atlantic" started from Liverpool on her last voyage on the 20th of last month. She put into Queenstown for mails and passengers on the 21st, and then proceeded on her transatlantic way. The weather was boisterous, but she did not encounter any severe storms, and considering the time of the year, made remarkably good time. After being at sea barely ten days it was found that the supply of coal was almost exhausted, and Captain Williams resolved to put into Halifax for a supply. This was apparently as coolly and calmly done as though the failure of fuel after being ten days at sea were a common occurrence. One thousand souls on board barely eleven days' coal in a season when storms are to be expected, and the vessel's voyage is among the possibilities! This speaks more than the weightiest invoice that Junius ever penned. It will be recalled here that economy of fuel was one of the first boasts of the owners of the steamer. The terrible irony of that boast will now ring in the ears of thousands of bereaved families.

With the economy of fuel came the economy of space for bunkers; and another question here arises that must be answered.—Was the space that should have been used for coal used in space for more cargo and more passengers? It is more likely of the two propositions. The saving on the coal would have been little; but it could be saved and at the same time the space represent fifty or sixty extra passengers the double freight would be satisfied. It is greed, greed, greed. A contemptible avarice has murdered over five hundred human beings, for we count as precious the idea that the captain acted in ignorance of the amount of coal he had on board.

From the Western Christian Advocate.

The wreck of the *Atlantic*, of which we elsewhere give the particulars, is something not soon to be forgotten. Human life, to an appalling extent, was needlessly sacrificed. When only eleven days out, and still almost two days distant from port, the steamer was nearly out of coal. For this the White Star Line Company ought never again to be trusted with people's lives or goods. They ought to suffer in every possible way a just penalty for their cupidity and recklessness.

The captain seems to have been as careless as a dog in following a single bone. He was in course in order to reach Halifax, and who he knew that he was approaching a rock-bound and dangerous coast, he commits the vessel to incompetent men, and goes to sleep. He does not know the speed of the vessel, nor the force of the currents but guesses it would be time to call him about three o'clock, and to change the direction of the ship.

If strict investigation ought to be made, and due punishment meted out, when gross carelessness destroys a single human life, what ought to be done when men voluntarily assume a responsibility for the lives of a thousand people, and then, through cupidity or carelessness, sacrifice five hundred and fifty of them? We trust that the law will do what it can, and that the travelling and commercial world will take the matter up and push the guilty parties to the wall not for revenge, but to teach owners of the affairs of vessels navigating the sea to do their duty.

THE PROHIBITORY BILL.

From the Toronto Pure Gold.

Most of our readers are aware, by this time, that the Prohibitory Bill lately before the Local House has been ruled out, the Dominion Parliament also having power to deal with the question. The result was anticipated, and the chief design in pushing the measure was to have the point of jurisdiction definitely settled. The debate which took place on the proposal for the second reading of the Bill, must be highly gratifying to every friend of the measure. Scarcely a single voice was raised in opposition and there can be no doubt that, had the Bill been within the jurisdiction of the local House, it would have passed with a decided majority. The Attorney General gave his legal opinion against the constitutionality of the measure with great reluctance. Undoubtedly his sympathies were with the measure, and it would have received his support had it been competent for the House to deal with the question.

To Mr. Parker's wife and family we extend our heartfelt sympathy. They will miss him most of all, for in his home the great nobility of his nature shone out, if possible, to more advantage than elsewhere. A great and good man has gone to his rest. He lived and died an active Christian, and the last trumpet shall announce the slumbers of no tomb whose occupant shall have been so suddenly taken by surprise. He walked across the river on Saturday meditating upon the subject upon which he intended to speak on the Sabbath morning, and when he returned he seemed very greatly fatigued. In the night he

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