

DESTRUCTION OF HUMAN LIFE.—Life in the United States is valued in as trifling a manner as most anywhere else. Within the last month over five hundred lives have been lost in this country by sudden and unforeseen casualties. The destruction of the steamer Independence on the Pacific, involved the loss of 150 lives; the Ocean Wave, on the Lakes, 30; the Chicago Railroad casualty, over 50; the Norwalk Railroad casualty, 45; the fall of a building at Buffalo, 51; and finally, by the wreck of the ship William and Mary, nearly 200 lives were lost. These added to minor cruelties will swell the list of dead to over five hundred. Who can tell the amount of wretchedness and sorrow, the hearts all this has plunged into misery.—Bee.

This is hard enough in all conscience, and these facts demand the serious attention of the public. The same number of deaths by casualties every month in the year, would make six thousand. But what is this compared with the number slaughtered by liquor sellers? Fifty thousand of our fellow-citizens, bone of our bone and flesh of our flesh, are annually offered a sacrifice to Bacchus. The whisky rotted carcasses may be found in every grave yard. Those of our friends who die by accidents, may leave behind them the savor of a good name, and the dark valley of death is bright with hope that the traveler has entered a better world. But not so with those who are caught in the "dead fall" of the liquor seller. Their good name is gone while they yet live, and when their burned and charred bodies are laid in the grave, to add another pang to our agony, a voice comes to us mighty as the sound of many waters "no drunkard shall enter the kingdom of Heaven." The distiller and vender of intoxicating poisons for a few paltry dimes (less than Judas received) open the "draw bridge" when they know that men, women and children, will be maimed, wounded, killed. The casualties enumerated above were "sudden and unforeseen," but the disasters of the liquor traffic, are slow and foreseen by the public, hence the awful guilt of society in not at once demanding the destruction or removal of the cause.—EDITOR.

Since the above was in type, we have learned by telegraph, that all but two of the passengers and crew of the ship William and Mary, were saved.

Alabama.

Our thanks are due to our worthy friend, Rich'd. H. Powell, P. G. W. P., of Alabama, for a pamphlet edition of the proceedings of the Grand Division of that State. We are gratified to learn that the Order is flourishing. During the nine months preceding the last annual session, 1,823 persons were admitted to Subordinate Divisions. They have 6,920 contributing members. Their finances are in good condition. The G. W. P. recommends the establishment of a State paper under the control of the Grand Division.

Neal Dow.

This distinguished man is now in Michigan, and will attend the session of the National Division of the Sons at Chicago, Illinois, and will most probably be at the State Convention at Columbus, Ohio, on the 29th.

Our Advantage.

Thanks to the intelligent freemen of Ohio, the old rickety, rotten, wicked license system, is among the things that were. In this, our position is decidedly more enviable than New York, Pennsylvania and other States where this outrage upon decency is permitted to exist. The organic law of Ohio, forever prohibits our Courts and City Councils, from licensing grogshop for the public good. The man who in this day swears that a liquor tavern "is necessary" swears to a lie whether he knows it or not. We knew a City Council in this State who licensed seven "doggeries" on one side of a single square, when they were under solemn oath not to license any except when "the interest, convenience and good morals of the city" required! The partnership existing between a christian people and the keepers of idol temples has been dissolved, and whoever slaughters his neighbor now does so upon his own responsibility. With us every body must be permitted to sell the drunkard's drink, or every body must be prohibited.

The "no-license" clause, whatever may be thought of it, is the best thing in the new constitution. Take up a New York paper and you will find decent men still selling indulgences to rob and murder, for a very small share of the spoils! These crimes furnish a revenue to the State!

Woman's Rights Again.

We give place to the communication of J—who finds fault with our view of the difficulty in New York, which resulted in an indignation meeting at the Broadway Tabernacle, at which Misses Stone Clark and Anthony poured out the vials of their wrath. We gave in our article last week, our impressions of the whole affair, and we will not occupy our columns with a vindication of our position. We think the facts in the case warranted all we said and more.

Bro. J. thinks woman is in her appropriate sphere in the pulpit or on the rostrum, harranguing the multitude; and thinking so, we are not surprised that he lays all the blame upon Dr. Hewitt, Rev. John Chambers, Mayor Barstow, etc. It may be that the world has been all wrong in its estimate of woman's proper sphere, but we are not prepared to acknowledge it. Every one to his tastes. Unless there should arise a necessity to discuss this subject further, we shall let it alone. We have with us, in the great cause the best and noblest women or our State, and generally they have no sympathy with those of their sex who mount the stump on any subject.

Good.

There are not less than twenty weekly papers in Ohio, friendly to the passage of a law entirely prohibiting the liquor manufacture and traffic. The number is constantly increasing. This is one of the signs of the times.

Santa Anna's address commences with the words—"On placing my foot on the shores of my native country." He had lost one leg.

Campaign Tract for the Times.

READING FOR THE MILLION. This important Tract is now ready for generally delivery. It contains eight pages, prepared expressly for the campaign, by the Editor of the Organ, and will be furnished at the very low price of \$5 per one thousand. The extensive circulation of this Tract will have a powerful effect upon determining the contest in our favor.

From two to five thousand of these Tracts, should be circulated in every county of the State; and to do so will require but a small effort on the part of our friends: Friends of Temperance! shall the good work go on to a successful termination? Let Divisions and Alliances, and other organizations, unite in raising the means to put this Tract into every voter's hand. It can be done; it must be done! Send in your orders early. Let the work begin at once.

Campaign Organ.

At the solicitation of many friends, we intend from and after this week, to issue the Organ as a Campaign paper to those who do not desire to be with us for a year. We know there are many who will only patronize a paper during an exciting canvass, and it is this class of readers that we desire to reach. Let every active temperance man do his duty in circulating the Campaign Organ, as we intend to lay on and spare not. We shall expose the enormities of the liquor traffic, and the evils resulting therefrom. The opponents of our cause, be they whom they may, will be handled without gloves.

Our terms are as low as can be afforded. All clubs must be sent to one address.

Terms.

Single Copies.....50 cents. Ten copies.....\$4.00. Twenty copies and over, each.....33 cents. The paper will be sent until the October election.

M. M. Edwards.

We are gratified to learn from our exchanges, that Brother M. M. EDWARDS, is doing a noble work for the cause wherever he goes. He is doing his work effectually, and to the entire satisfaction of his friends. Go on, brother, in the good work; enlighten the mind of the people, and your reward will be great.

A Section of Cadets of Temperance has been formed in Covington, with Master JOHN B. MORRIS, as W. A. He is one of the Organ boys, and we wish his Section abundant success. Covington is a fine field to operate in. The Section meets every Wednesday evening.

National Division of the S. of T.

This body, composed of Representatives of all the Grand Divisions of the Order in the world, holds its annual session in Chicago, Illinois, beginning next Wednesday the 8th inst. This is an important meeting and will no doubt be largely attended.

Dr. Lyman Beecher.

This venerable Divine fills temporarily the pulpit lately occupied by the Rev. Lovejoy, of Cambridgeport, of anti-liquor law notoriety. "What a change is there, my countrymen!" The one has peddled the itch, the other will supply an ointment for its cure.

If The Crystal Palace in London covered twenty acres—that of New York covers two acres and a half. That cost \$175,000 (or about \$200,000), the New York one about \$300,000. The former occupied eight months in its erection—the latter has already consumed that space of time, and will not be finished for many weeks yet. Bad management somewhere. Who's in fault?

GRAND TEMPLE OF HONOR.—STATE OF OHIO TEMPLARS OF TEMPERANCE.—At the annual session of this body, held in this city May 24, 25 and 26, the following named persons were elected to office for the ensuing year: G. W. T.—J. Q. Larkin, of Columbus. G. W. V. T.—T. J. Malone, of Warren. G. W. B.—J. Wadsworth, of Cincinnati. G. W. Tr.—H. R. Curry, do. G. W. Chaplain—S. C. Knapp, do. G. W. U.—R. H. St. John, Bellefontaine. G. W. G.—E. R. Brown, of Marietta. The session was well attended, the proceedings harmonious, and the reports of the officers showed the Order to be in a flourishing condition throughout the State.

AUTHOR OF THE RAILWAY SYSTEM.—The following is a sketch of Thomas Grey, the author of the railway project:

Thomas Grey was born in Leeds, England, and this is all we know of his early history. The Middletown Colliery had a railway to carry coal to Leeds; a distance of three miles. The cars moved along at the rate of three and a half miles per hour. It was laughed at—not by Grey, but by the wise public. Grey saw in his little work something that might be augmented into greatness; and he thought upon the subject—and forthwith became a visionary! He talked and wrote upon his project of a "General Iron Railway," the people declared him insane. He petitioned Parliament, sought interviews with the Lords and other great men, and thus became the laughing-stock of all England. He received nothing but rebuffs wherever he went. All this took place in 1820, or thereabouts. But he succeeded at last. The railways were laid. The world was benefitted by the madness of Thomas Grey.

Well, what became of him? the reader will ask. We do not know; but we believe he still lives in Exeter, to which place he removed. Up to 1846, he had been neglected. While thousands have been enriched by the consumption of brilliant schemes, he remained forgotten—forced by poverty to sell glass, on commission, for a living. Howitt, in the People's Journal, a few years ago, gave a somewhat lengthy sketch of his career, thus bringing him into public notice. We have seen nothing in print in relation to him lately. Elliott wrote a great truth in these words:

"How many men who lived to bless mankind, Have died unthanked!"

How many of the railroad projectors, agitators, stockholders, etc., have ever heard of the subject of this brief sketch?

THE NEW YORK CRYSTAL PALACE.—The managers of the "New York Crystal Palace" for the Exhibition of the Industry of all Nations, it is no longer to be concealed, are not the masters of their situation. They have undertaken more than will be creditably accomplished. They have excited expectations which will cause a degree of disappointment. We say this with reluctance; but the credit of the country is daily becoming more compromised.

Down to this very 25th day of May, no proper official communication has been made to the world that the Exhibition was not opened on the 23d of May, as promised, nor any explanation why it was not; nor any intimation when it will be opened. This mode of management, when contrasted with the energy and punctuality of the London Exhibition, is positively humiliating. The movers in this enterprise had all the advantage of the new architectural principles established by the Hyde Park experiment; the building they had to erect was not one-eighth as large, and their supply of means was ample, and yet the time fully served for the other, they have found far too scant for them.—N. Y. Courier and Enquirer, May 25th.

MELANCHOLY DEATH RESULTING FROM SPIRIT MONOMANIA.—Miss Nancy Sherman, of Plympton, Mass., who died on the 15th inst., it is stated, starved herself to death.—She had been quite noted as a medium of spiritual communication, and by constant ministrations in that office had become so completely imbued with its hallucination as to be wholly unfitted for the ordinary duties of life. About a month since she attempted to hang herself, but was prevented from accomplishing her design. She then announced that the spirits had forbidden her eating any more, and for three weeks she studiously abstained from partaking of food, living on water alone, although at times so tormented by the pangs of hunger as to writhe in agony.

A NEW RELIGIOUS MOVEMENT.—A very large assembly of people convened at the old Kennett Meeting House, Chester county, Pa., for the purpose of organizing a new yearly meeting under the title of "Progressive Friends." Many persons of different persuasions were present, and the meeting was organized with a unanimity and strength not anticipated by its most sanguine originators. Its sessions continued until this morning.

The members are mostly from the Hicksite yearly meeting of Philadelphia, but the meeting affiliates with similar organizations in the State of New York, Ohio and Indiana. All these embrace many persons not of Quaker descent. The movement is significant and important.—Phil. Register.

RAILROAD ACCIDENTS IN ENGLAND.—During the six months ending the 31st December last, there were killed on all the railroads in England 133 persons, while 387 more were injured—total 520. Of the killed, 41 were trespassers not connected with the road, who willfully or inadvertently exposed themselves, 40 were employees of the road or workmen employed by contractors; 19 were passengers killed by their own fault or carelessness; and out of the 40 others, 31 were connected with the roads, leaving only 9 passengers killed by no fault of their own.