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ETERNAL HOSTILITY TO THE LIQUOR TRAFFIC.

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Artifice in Language.

How men do tax their ingenuity to invent snares for the innocent; they vie well with "Old Nick" himself in this diabolical business. Yet, as they have before them the benefit of his example upon which to operate, they cannot, with justice, be entitled his rival competitors. We have reason to believe that he even, after having gained entrance into the *holy* garden, would have been foiled of his damning purpose, but for stratagem; not until he stole upon the attention of *Eve*, with bewitching airs, bland words, seductive encomiums upon the "fruit of that forbidden tree," and deluded her vision with the *apple*, gilded in heaven's own lustre, did she take. Thus we find all his imitators among men, resorting to a similar and not less fatal expedient. Among the most numerous class, is found the artful and honey-tongued libertine. It is his chief delight to fascinate the ear of his victim with touching tones, glow-

lascivious pictures of an evil imagination. A perverted dialect flows, silver-fledged from his lips. At length his soft advances prevail, and his prey, like a fallen angel, lies prostrate at his feet; and then the mad *devil* of his cruel heart, lifting his craven head supreme, exults over the splendor of the ruins he has wrought. His, were a *bad* work indeed. And yet extremely akin to him is the corrupt author. He imprints upon the living tablet the pictured reveries of a lewd imagination, and in the loom of his fancy, weaves a gilded snare to catch immortal souls. The venom of his influence is not checked when he is dead, but works as busily after; the poisoned arrows of his genius are buried deep in the hearts of succeeding generations; the offsprings of his misused mind are burning cankers in the bosoms of his fellow-men. His, were a *wretched* work. But of all the new-fangled, hell-born lingual artifices that have ever been invented by the devil's vicegerents, to ensnare the feet of innocent men, we must award the highest premium to the *christeners* of our *wines*, so much in *vogue* of late. Not content to let the infernal *stuff* do its own *bad* work, not satisfied to see the bones of its victims scattered mountain-high from one side of this world to the other, in the unequal contest, they choose to invest it with a little more power, by appending to it sweet, musical, and bewitching names, in order that it may find a little easier access to the lips of the unsophisticated and pure. "This is the unkindest cut of all."

For the Ohio Organ. Clermont County.

BATAVIA, Aug. 15th, 1853.

MR. EDITOR:—In the month of July last, at a special session of the Court of Common Pleas for our (Clermont) county, Wm. Harris was tried, convicted and sentenced to three years imprisonment in the Penitentiary, for stealing, from the steamboat landing, at New Richmond, four or five hundred pounds of old copper pipe. This pipe was the worn out *worm* from the distillery of David Gibson, of the former place. Mr. Gibson, in his testimony on the trial of Harris, stated that the *worm* had been in use six years, and that during that time he had manufactured one hundred barrels of whisky per day. Now, no reasonable person will doubt, for a moment, that if Harris committed the theft, he justly deserves the punishment he is now suffering. But these circumstances suggest some interesting reflections.

Punishments are instituted for the peace, security and protection of the citizens, and when an individual acts so as to injure or abridge any of these rights, he should be punished. Let

above stated, and then consider the following facts and inquiries: According to Mr. Gibson's own statement, he manufactured, during the six years the *worm* was in use, 180,000 barrels of whisky, allowing 300 *working* days to the year. This, multiplied by 40, (the number of gallons in each barrel,) gives 7,200,000 gallons!—Supposing that every man, woman and child in the State had drunk an equal share of this, and each one would have an allowance of nearly four gallons! And this from a single distillery!

Now, if William Harris, by the simple act of stealing this old worn out worm of the still, infringed upon the rights of our citizens to an extent sufficient to warrant his incarceration in the State's Prison for a period of three years, what shall be done with the man who used that *worm* six years, and manufactured one hundred barrels of whisky every day during that time? Who, by his acts, has injured society—endangered the peace and quiet of the citizens to the greatest extent—William Harris or David Gibson? Let tax payers answer; or, rather, let those answer who have seen their sons, their brothers, their husbands, or their fathers, go down to untimely graves, from the bite of that venomous worm of the still.

CLERMONT.

• • Some gentlemen fishing at Long Island, lately caught over one hundred blue fish in a few hours, the smallest weighing not less than three lbs., and others from four to five. On the same day several other sportsmen caught from fifty to sixty each—"an exploit," says the N. N. Times, "worth boasting of, and which Isaac Walton would not deem unworthy of his fame."

• • The New Orleans papers say that the tobacco crop looks badly.

Whisky Useful.

Whisky has been found to be a poison virulent enough to do good, on the principle of *similia similibus curantur*.

A gentleman of Georgia writes that one of his negro boys was badly bitten by that most poisonous reptile, the copper-head moccasin snake.—Said he, "I immediately made him drunk with raw whisky, and soaked the wound with hartshorn. He has suffered no inconvenience except a bad sore upon his leg. It ought to be generally known that no animal poison can stand whisky in a fair fight."

AWFUL RAILROAD ACCIDENT.

FOURTEEN LIVES LOST.

Thirty or Forty Seriously Injured.

Disagreeable necessity obliges us to shock the sensibilities of our readers, by the recital of another terrible calamity from a collision of Railway trains.

At 8 o'clock, yesterday morning, a collision occurred on the Providence and Worcester Railroad, which caused the death of fourteen persons, and seriously injured about forty more. The collision occurred between the regular up train and the excursion train from Weeting's. The latter was out of time, and met the up train at Valley Falls.

The collision occurred at a sharp curve beyond Central Falls; the down train was behind time, and proceeded at the rate of 40 miles an hour to reach the switch, from which there is a double track to Providence. In one minute the train would have reached the switch. The up train waited the usual time at Pawtucket, and then, having the right to the road, proceeded at a slow rate round the curve.

The spectacle presented was most horrible. The wreck of engines, both of which were totally demolished, and the killed and the wounded all lay together in one unsightly mass. The cars of the down train suffered most. Several were broken in pieces, and two of them were run together as you would close a spy-glass. The up-train received but little damage, and, fortunately, no persons in it were killed or seriously injured.

The excursion train consisted of six long passenger cars, densely crowded; and the cries of those who were within, and who were not instantly killed, were heart-rending. As they were taken out, some with broken arms and some with limbs and bodies otherwise mangled, the painfulness of the scene presented cannot be described.

There was soon a large number of persons on the ground, doing all they could to alleviate the sufferings of the wounded, and to see the remains of those who were dead properly cared for. The Boston train coming in stopped nearly an hour to render assistance. For a time, an intense excitement prevailed, and imprecations were hurled at the heads of railroad companies, directors, conductors, engineers, and all who are in any way connected with railroads.

The first passenger car, which was next to the engine, contained about sixty passengers, nearly all from Whitinsville, and many of whom were either killed or wounded.

The third car, on the downward train, was driven over and into the one preceding it some twenty feet, crushing everything human within. The killed and wounded had to be dragged from beneath.

The dead bodies were all placed in neat coffins, and as many as were known, sent to their various homes for interment. With

the exception of two or three, the killed were all factory operatives. The greater number of the wounded, it is thought, will recover, though some of them will lose an arm, or a leg, or be otherwise crippled.

Thousands of persons visited the place during the day, to see the bodies and the ruins of the cars.

The accident occurred near a curve, where the embankment was thirty feet high. Down this embankment an old man and his grandson were precipitated, but both miraculously escaped injury.

A Mr. Gouldthwait was taken to the dwelling over the Railroad station at Central Falls, where he was cared for, but it is doubtful if he can long survive.

Mr. Butnam, conductor of the downward train, was in the rear car, and escaped unharmed.

The engineer escaped by jumping off, but the fireman, as already stated, was killed.

Very few on the upward train sustained material injury.

Mr. Hoppin, a cigar-maker, crawled out from beneath the Worcester train, but little injured. Two men were killed by his side. Mr. Clark, manager of the coal-mine at Valley Falls, who was on the same seat with Mr. Penny, escaped uninjured. Mrs. Caroline R. E. Dike, who was taken to the house of Mr. George Jenks, died in about two hours, in great agony.

The dead and dying were principally conveyed to Valley Falls, and the wounded to Pawtucket. The body of Mr. Penny was taken to the house of Rev. Mr. Taft, at Pawtucket.

Ancient Cities.

Ninevah was fifteen miles by nine, and forty round, with walls 100 feet high, and thick enough for three chariots abreast.

Babylon was sixty miles within the walls, which were seventy-five feet thick and three hundred feet high with one hundred brazen gates. The temple of Diana was four hundred feet high, and was two hundred years in building. The largest of the pyramids is four hundred and eighty feet high, and six hundred and sixty-three feet on one side; its base covers eleven acres. The stones are about thirty feet in length, and three layers are two hundred and eight. Three hundred and sixty thousand men were employed in its erection. The labyrinth of Egypt contains three thousand chambers and twelve halls. Thebes, in Egypt, presents ruins twenty-seven miles round. It had one hundred gates. Carthage was twenty-five miles round, so was Athens.—*Boston Transcript*.

Shipwrecks.

A letter from Key West, states that since Jan 1, a larger amount of property has been wrecked in this district than in any previous year. The number of total wrecks, vessels ashore and saved, and arrivals in distress up to the last reported to-day, is 41. The value of their profits exceeds \$1,500,000, more than one half of which sailed from or were bound to New Orleans. The salvage paid by the Admiralty Court to the wreckers of Key West in the meantime, for services rendered in saving from total loss this immense amount of property, does not amount to 10 per cent. But in addition to the salvage, is the expense on the vessels and cargoes, including wharfage, storage, commission, repairs, &c., which exceeds the salvage somewhat.—*New York Times*.

An earthquake occurred at Cramaas, on the 15th July, overthrowing many buildings, and burying 300 persons in the ruins.

Since the attempt to assassinate the Emperor at the Theatre Comique, neither Emperor nor Empress have gone to the public theatre, but have arranged a series of private theatricals, to take place at the different palaces, beginning at St. Cloud.

• • During the week ending Friday, July 15th, there were 86 deaths of yellow fever in the Charity Hospital, New Orleans.