



The Sabbath Recorder.

New York, October 9, 1846.

HOW IT WORKS.

Only a few months have elapsed since it was announced through the religious newspapers, with a great flourish of thanks and prophecies, that the Directors of the Reading Railroad Company had become convinced of the impolicy and wickedness of running cars on Sunday, and had accordingly determined that their road should "keep the Sabbath."

We are not much surprised at this result. It was very evident from the beginning, that the Reading Railroad Company gave up running cars on Sunday simply because an artificial public sentiment had been created which made that course to be for their interest.

The course of the Reading Railroad has attracted the attention of the Philadelphia correspondent of the New York Evangelist—a paper, as our readers are aware, somewhat noted for its laudations of whatever is popular, but most unmerciful sometimes to the unpopular party.

"It is seldom that I make a prediction, but in this case I will venture one, and I pray you to put it upon record for future reference. I prophecy the following:—That if the managers of the Reading Railroad persist in violating the Sabbath, they will be utterly bankrupt within ten years; their stock will be worthless; their road worn out without the means of repair; their agents will prove dishonest, and squander their gains; serious disasters will occur in the prosecution of their business, which will be seen to be manifest tokens of the Divine displeasure, and that great public work, instead of proving a blessing, will be acknowledged to be a dreadful curse to the community and to the country."

There are two features of the above paragraph which we exceedingly deprecate, although they mark most of the addresses and appeals upon the subject of Sunday desecration. In the first place, we deprecate the custom of appealing mainly to the fear of temporal loss as a means of securing obedience to what we profess to regard as a divine commandment.

tice of urging the observance of the first day of the week by quoting the promises and threatenings of Scripture in respect to the Sabbath. The Sabbath day, and what is called the Lord's day, are two entirely different institutions. The one is, according to the declarations of Scripture, upon the seventh or last day of the week; the other is, according to the traditions of men, upon the first day of the week.

The course pursued by the Directors of the Reading Railroad is full of instruction which ought to be heeded. Thousands of dollars have been expended in holding Sabbath Conventions in the State of Pennsylvania.

REFORM IN THE SANDWICH ISLANDS.

Some time ago we stated the fact, that Jonathan S. Green, one of the Sandwich Islands Missionaries, had declined receiving his support from the Treasury of the American Board, and was endeavoring to awaken the people to the importance of sustaining their own ministers.

An important reform has recently commenced in respect to the ownership of the soil. Heretofore it has been the property of the chiefs, and the people have been obliged to give their services for a part of the time, say from six to twelve days per month, to pay the rent of the lands which they cultivate.

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FEMALE TEACHERS FOR THE WEST.

Two addresses have recently been published, from the pen of Catherine E. Beecher, of Cincinnati, on the evils suffered by American women and children, with their causes and remedy. These evils are shown to be the result of imperfect education, and the remedy proposed is what this fact suggests.

locating them as soon as the necessary funds are furnished. Discreet agents will be employed to visit the destitute places, make suitable arrangements for the teachers, and assist them in commencing their labors.

ENFORCING SUNDAY LAWS.—The city authorities of Boston gave notice recently, that the law against selling liquor on Sunday would be rigidly enforced. A writer in one of the Boston papers says that on the following Sunday several of the fashionable saloons were open as usual, and young men were seen going in and coming out as on week days.

SHILOH, N. J., 31st of 9th mo., 1846.

To the Editor of the Sabbath Recorder:—The annexed statement will doubtless be of some interest to your readers. It is therefore at your service. S. D.

At a meeting of citizens of Hopewell and Stowcreek townships, Cumberland Co., N. J., held in the Academy at Shiloh, on the 28th of the 9th month, 1846, for the purpose of considering of the most politic course to pursue so far as our civil and religious liberties are concerned, it was

Resolved, That we regard all state laws compelling the observance of any day as a religious obligation, an unconstitutional, and oppressive to respectable portions of the citizens of this State.

POLITICS IN NEWSPAPERS.—The following paragraph was written by the distinguished Dr. Arnold, to his associate editor, while engaged in conducting a newspaper.

"I wish to distinguish the Register from other papers by two things; that politics should hold in it first that place which they should do in a well-regulated mind; that is, as one field of duty, but by no means the most important one, and that, with respect to this field, our duty should rather be to soothe than to excite, rather to furnish facts, and to point out the difficulties of political questions, than to press forward our own conclusions.

INSTRUCTING SLAVES.—The following communication was published in the New Orleans Delta of August 23d. It is the testimony of a friend of southern institutions, and may therefore be relied upon:—

MR. EDITOR:—I have heard that some well-meaning, perhaps, but erring persons, are in the habit of instructing slaves to read and write! particularly some of those constituting the so-called philanthropic societies, such as Sunday Schools, &c.

THE UNITED STATES.—The Rev. S. L. Pomeroy, of Bangor, Me., has been spending some time past in Europe. In a letter to a friend he speaks thus of the United States:—

"One result of my observations in various countries, is the deep, overwhelming conviction, that the United States of North America is, immeasurably, the most blessed land the sun shines upon, in all his circuit through the heavens. You never meet an American abroad who does not say the same.

THE SCIENTIFIC AMERICAN comes to us this week in a new dress, considerably enlarged and improved. Published by Munn & Co., at 128 Fulton-street.

A STORM AT SEA.

The steamship Great Western, which reached New York on fourth-day of last week, experienced during her passage one of the severest storms ever known on the Atlantic. As most of our readers have never seen a storm-at sea, and probably never will, they will doubtless thank us for copying the following graphic description of that which overtook the Great Western.

The Great Western left Liverpool on Sabbath, Sept. 12, at 4 o'clock P. M., having on board one hundred and twenty-six passengers, and a crew which made up the number, all told, to two hundred and eleven persons.

On Sunday, Sept. 20, at 40 minutes past 2 A. M. says the log book, split the fore stay sail, took in the remains of it, and lay to under bare poles. The sea rising frightfully and breaking over and against the ship.

At 11 o'clock, A. M., a heavy sea broke over the fore-part of the starboard wheel-house, or paddle-box, which started the ice-house and large iron life-boat, from their fastenings, and washed them to the leeward, and with much difficulty they were temporarily secured.

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Word was passed among the passengers that two of our boats were gone, and the others were likely to follow, the davits and bolts beginning to give.

It was wonderful to see how a few short hours changed the condition and feelings of all on board. The grades and distinctions incident to so large a company, varying in social position, citizens of almost all countries, and professing different creeds, yet, in the presence of so imminent danger, all distinctions seemed merged into one common emotion of awe, as we stood together in the court of the great leveller, Death.

"See," said a gentleman to me, "no one converses, no one reads—all are engaged, each with his own thoughts; and if my wife and children were here, I confess, my feelings would be of the most distressing character."

At noon, storm and sea raging in all its fury, sea still breaking over the ship, a heavy sea struck the larboard paddle-box and smashed it to atoms; sprung the spring beam, breaking it to halves; shattered the parts of the ship attached thereto.

After the sea had passed over, we found the water had gained on the pumps; the wind appeared to lull a little, and the ship a little easier, but still blowing a storm.

The log conveys, to the reader some idea of the state of the ship and effects of the storm on Sunday at noon.

To convey an idea of the appearance of all around is out of my power. In the words of Sheridan, "the tempest roared in all the ter-

ror of its glory." The atmosphere was surcharged with a thick spray, rendering a look far out to seaward impossible. The wind howled, roared and bellowed, like the constant mutterings of the thunder cloud.

The sails on the yards, strongly secured by ropes and gaskets, were blown from their furl, and streamed out to leeward in ribbons. But all this was nothing.

Scarcely had the waters reached the floor, when all in the cabins and state-rooms sprang to their feet, and simultaneously, as if by concert, the ladies uttered a scream of agony, so fearful, and so despairing, the sound of it will never be forgotten; and Heaven grant that such a wail of anguish may never again be heard by me.

'Twas an anxious hour. My eye wandered over the different groups in the saloon; resting one while on a father passing from one to another of his family, and cheering with a kind word an interesting group of daughters; then on a young wife, folded to the bosom of her husband, without a syllable being uttered, but the action spoke volumes; and again upon a mother whose children had been left in America, as she clasped her hands as if in secret prayer, while her husband and her father gathered around, and all seemed bowed down to earth in one common feeling of tender solicitude for those who might soon become helpless orphans.

Amid this accumulation of horrors, and still more to add to our alarm, night gathered in around us. The wind, far from abating, was on the increase.

In the evening, about 9 o'clock, Rev. Mr. Balch, at the request of several passengers, administered the Holy Communion in the cabin, to upwards of sixty persons—many of whom received it for the first time in their lives.

It was a most solemn scene. Mr. Balch first read the service appointed for a storm at sea, after which the whole communion office. The terrible conflict of the elements which raged without was rendered yet more striking by the impressive stillness which pervaded that company of Christ's disciples within.

Gathered around the table, they received into hearts deeply moved the consecrated emblems of the Redeemer's body and blood. All felt comforted by the blessed ordinance of grace. Many a bosom before tossed with fear was now tranquil through faith.

After the communion, I returned to my state-room. The gentleman who shared it with me, had gone below to die, as he expected, in company with his daughter and son-in-law.

Monday, 21st, 12 30, continues the log, the storm commenced raging again in all its fury, and the sea a perfect foam, till 8 A. M., at which time the clouds began to break, and the squalls were less furious.

Rev. Dr. Smucker read a Psalm and made some appropriate introductory remarks. Rev. Dr. Beecher addressed the passengers at length and with much force on the mercy we had experienced, and prayer was offered.

When all danger had passed, the Captain said, "Thrice on deck I thought destruction inevitable. Each time a sea of such magnitude and power came at the ship, that I thought it was all over with us. But unexpectedly each broke just at the side of the ship."

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