

AND NOVA SCOTIA.

[Editor and Proprietor

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as in society on land, a good deal must be done to improve the upper as well as the lower classes. How is it that owners entrust valuable vessels with their cargoes to captains notoriously capable of brutal and constant intoxication? Whether a man is temperate can be easily ascertained, and the insurance companies, with the underwriters who suffer, ought, above all things, to see that the officers to whom they commit the command of their vessels shall have earned a character for sobriety. On our best managed railways, an engine-driver has to report himself before starting whether, in order that the manager may know his duty, he is to be charged with the care of human life; but the captain and mate of a merchant vessel are often allowed to leave port on a long voyage with a crew just returned from the effects of a carouse; nay, the agent himself sometimes sees the captain put off completely inebriated. When we brand drunkenness as not less vile in a sailor at sea than a gentleman on shore, we may, perhaps, find the same view down upon Jack's sudden spirit.—*London Telegraph.*

**LITTLE THINGS.**—We do not consider little things of sufficient importance. We want to be doing what we fancy mighty things; but the great point is to do small things, when called to them, in a right spirit. If it be our ambition to be like Christ and to bear His image, we should recollect that it is sometimes with the most delicate pencil and the slightest touch, that the painter expresses the likeness.—*Alton.*

NEVER relate your misfortune, and never grieve over what you cannot prevent.