

Catholic in most of the "out harbours" of the island the protestant is a creature doomed to eternal punishment, and the orangeman is looked upon with more horror than a leper; nor can it be said that the Romanist is to his protestant neighbour an object of admiration or love. In the old town of Placentia about a hundred members of a Roman Catholic congregation once followed the remains of a highly respectable protestant to the burying ground, and because they listened to the burial service the priest, one Father Condon, refused them absolution; they were regarded by the rest of the flock as unclean, and they were only restored to grace by the act of the Archbishop who lived in St. John's. It is not therefore surprising to hear of such a riot as that which has just cast another stain upon the colony; nor is there room to hope for improvement among these people so long as ignorance and superstition prevail, and that will be so long as the warring factions maintain the barrier of uncharitableness that now exists between them, and refuse to mix with one another.

THE recent terrible railway disaster lends further emphasis to the fact so often stated, and so little heeded, that there is required either the adoption of some new system of management, or an improvement of the present method, guaranteeing immunity to the public from the wholesale butcheries that every now and again, and unfortunately in an order of increasing frequency, throw the community into a shudder. There is hardly one of the frightful accidents that darken railroad records which is not the result of carelessness; and what the public now are united in demanding is such a rigidity of system as will make these mistakes impossible. Some apologists for the Grand Trunk corporation seek to excuse the conductor on the ground that he had been fifteen or sixteen hours on duty, but this excuse is the condemnation of a company who would expect rigid carefulness of a man so overwrought. There are instances on record where conductors receiving warning of approaching trains have crumpled up the message, put it in their pockets, and only read it after the collision. In Europe on the railroads best managed the guarantees of the safety of the traveller do not consist in the mere caution of the conductor, but in responsibility so divided and interlaced that the dereliction of one official is not fatal to security. It only remains to be said now that if railway companies do not concern themselves sufficiently about public safety, then the Legislatures should compel them to do so. It is possible to conceive of a system guaranteeing a large measure of immunity from accident, and such a system it is the duty of the Government to see established.

MR. LOWELL has done well in deciding to resign the Lord Rectorship of St. Andrews, on account of the technical objections to the office being held by a foreign minister. By his resignation the authorities are relieved from the necessity of deciding the difficult points that have been raised in this connection. A paragraph in the first issue of THE WEEK referring to Mr. Lowell's election seems to have excited some anger in one of our contemporaries, which ascribes our lack of enthusiasm for Mr. Lowell to jealousy of the esteem in which he is held in England. This struck us as exceedingly funny. We do not agree with our critic of *The American*, who regards Mr. Lowell as the greatest of American poets, but it never occurred to us that a frank expression of our slightly unfavourable opinion could be mistaken for an outcome of the natural antagonism between rivals. We had not thought of Mr. Lowell in the light of a successful rival, or of course we would never have placed ourselves in the indelicate position which *The American* has so relentlessly exposed.

CURRENT EVENTS AND OPINIONS.

AFTER a terrible railway accident, such as that which appalled Toronto last week, the talk is everywhere of the dangers of railway travelling and of the faults of railway management. Yet, on the whole, how immensely has the safety of travelling increased, and how wonderfully good, in the main, is the management of railways! Compared with the percentage of accidents on railways that of accidents in the old coaching days was wholesale massacre. Railway catastrophes horrify more, and like all other disasters are now better reported, but the real decrease of casualties and of danger is immense. In one year the Metropolitan Railway in London carried a million and a-quarter of passengers with almost entire security. Thirteen hundred trains pass Clapham Junction every twenty-four hours; yet we hear of no serious collisions at that point. This vast and complex system depends, it must be remembered, for its regular operation not only on the flawless perfection of work turned out from countless manufacturing factories, but on the faithfulness, intelligence, punctuality and nerve of an immense multitude of men, acting not like soldiers in a regiment, but separately in their different spheres of duty. Each of these liable not

only to a momentary failing of sight, understanding or memory, such as may easily occur amidst frequent changes of arrangement, in the dark night or in the blinding storm, but to physical collapse, which exposure to the extremities of weather may easily bring on. We surely ought not so much to feel indignant at the occasional failures as to marvel at the general success. Cynical absolutists of the Carlyle School, fancying that they live amidst universal anarchy, and that there is no such thing as truth, honesty, industry or moral soundness of any kind left among men, propose, as the only mode of saving society from bottomless perdition, to put us all under military discipline, administered by a despot Hero. The railway system, to which these social Jeremiahs commit themselves, whenever they have occasion to travel, without the slightest misgiving, is a confutation of their pessimist tirades. Here is an army, levied not for the purposes of slaughter and havoc, but for those of peaceful commerce, yet in discipline and in every valuable quality of the soldier, not excepting courage when there is a call for it, superior to any soldiery that ever was led by Frederic or Napoleon. Without uniform, drum or trumpet, without any of the inspiring pomp and blare of war, often beyond the animating and controlling glance of the commander's eye, each man of this immense host, as a rule, punctually and honourably does his duty. Even in the heart-rending instance before us, there seems to have been no defect of general management, nor even any wilful neglect of individual duty, but merely a slip of memory on the part of a subordinate such as cannot always be avoided in ordinary business even by the most methodical of men. Here then are government and obedience, to which the waiting prophet of *Past and Present* would scarcely be able to find anything superior or equal in the ages which he deems heroic. It is true that the power of some of the great Railway Companies, or rather of the speculators and manipulators who have got the companies into their hands, has become too overweening and calls for vigilance on the part of the community. But at the same time we ought to remember what these organizations have achieved for us, and how utterly impossible it would have been for a mere multitude of workmen, with no capital but their muscles and no superior intelligence to guide them, to have achieved or undertaken any thing of the kind.

AMONG the ecclesiastical events which have been making a noise is the ejection of an Anglican clergyman from his office for joining the Salvation Army. No Church has ever shown itself so little capable of finding room for irregular enthusiasm as the Church of the Tudors. Macaulay has noted this; he says with truth that had John Wesley appeared in the Church of Rome, instead of being disowned and cast out as an alien, he would have become, like Francis of Assisi, the founder of a new monastic order and a source of fresh strength to the Church. Moreover, the communion of the English hierarchy is the communion of the genteel. To it everywhere gravitate those who have grown rich and desire to add social grade to their riches. In Scotland it is remarked that a Presbyterian trader, who has made his fortune, is very apt to turn Episcopalian. The strength of the Episcopal Church on this continent is in truth largely social. In the United States, at the time of the Civil War, when the cannon ecclesiastical were thundering from the pulpits of all the other Protestant churches against slavery and in support of the Union, the Episcopal Church, standing neutral, with an unavowed leaning to the side of the South, received a considerable accession of Copperhead converts, one of whom is said, when asked the reason of his conversion, to have replied that there was no church which meddled so little as the Episcopal with politics or religion. It must be owned that Dr. Wilson seems to have gone great lengths, and that the doings of the Salvation Army are about as uncongenial as anything can possibly be to Anglican dignity and decorum. On the whole, perhaps, so long as the churches remain divided, more good will generally be done by keeping within the lines, and propagating the spirit of evangelical union at home, while at the same time the hand of Christian fellowship is held out in a quiet way to members of other organizations, than by sallying separately forth and launching into individual manifestations of a startling kind, which inevitably produce acrimony and are followed by revulsion.

As to the Salvation Army, supposing all that is said by its adversaries about its coarseness, its extravagance, and the questionable character of part of its soldiery to be true, it presents, at all events, two distinctive and most important features of Christianity. It tries to set the world right not by revolution, but by self-reform, and it breathes good-will, not ill-will, to man. Jacobinism may some day put on a gentler and more benevolent character than Christianity; its philosophic professors assure us that it will; but so far, its appearances on the political scene, from Robespierre and Marat down to the Nihilists, the Communists, and the Invincibles, have been of a less winning kind. Enmity of class to class, envy and