

received a new lease of life, and its future bearing, under the changed auspices, towards Germany and Russia, may give rise to increasing rather than diminishing anxiety.

NOT only the people of the United States, but many in other countries, will await with some interest the result of the efforts which are now being made by the Governors of two Southern States to vindicate the majesty of law against mob rule and ruffianism. Governor Lowry, of Mississippi, is following up with praiseworthy persistence and with some promise of success, his resolve to punish the principals and accessories in the Sullivan-Kilrain affair. He has succeeded in securing the extradition of Sullivan, and has several officers of the Queen and Crescent Railroad, which carried the pugilistic party to Richmond, under bonds to await the action of the Grand Jury. The *quo warranto* writ against this road, involving the forfeiture of its charter, will come up before the Circuit Court at Meridian in January. In Louisiana Governor Nicholls is engaged in a struggle for the vindication of the law against the "regulators" whose high-handed outrages have for months past kept up a reign of terror, especially in the parish of Lafayette. These outrages culminated a short time ago in an attack upon the gaol by an armed force which seized a negro prisoner and hanged him in broad daylight. The sheriff was called upon to arrest the ringleaders of the lynching party but citizens whom he summoned to his aid as deputies did not respond, fearing the vengeance of the "regulators." Not to be balked, the Governor ordered out the State troops, and as the result a recent dispatch stated that eighteen prominent citizens of Lafayette had been arrested and taken to New Orleans for safe keeping. These circumstances, combined with the healthful revolt in public sentiment in Charlestown in respect to the chief actor in the atrocious murder recently committed there, give some reason to hope that the day of a better civilization is dawning upon the South. When the Executive of the State begins to do his duty firmly and fearlessly the battle is half won.

#### TORONTO ESPLANADE.

TORONTO gained her place as capital city of the Province in direct consequence of her geographical position upon the best harbour on the north shore of Lake Ontario. At an early date the strip of land forming the Bay frontage was set apart and designed as a clear space to be used for public walks and drives. The name Esplanade still clings to the locality, but the reality has been surrendered in order to meet the requirements of various railroads. Six lines make this strip of land a terminal point, namely, the Toronto, Grey and Bruce, the Credit Valley, the Ontario and Quebec, the Northern, the Great Western and the Toronto and Nipissing. A seventh road, the Grand Trunk, has acquired a right of way over its entire length, at an elevation a few feet above the level of the lake. The three roads first named are controlled by the Canadian Pacific Company, the other four form part of the Grand Trunk system. Toronto has done much for these railways, and they in return have greatly contributed to her recent rapid growth into a large city. Ten years ago, when the population was less than half as great as it now is, the inconvenience of being entirely cut off from safe access to the Bay was keenly felt. Each year since then the danger has grown, and some change becomes an immediate necessity.

There are many questions connected with the water frontage, and they are all more or less intimately related to each other. Some of them are beset with complications, but the one which has rendered it necessary to formulate a comprehensive policy, at this instant, is of minor importance, being simply a question of extent and situation of the area claimed by the Canadian Pacific Company for the terminal requirements of their roads. It is evident that any decision as to this particular matter must be subordinate to that reached upon the main issue, which must embrace the consideration of every interest affected. Due regard must be had for vested rights and privileges, but none of those involved have a sacred origin. The broad principle which renders expropriation permissible in any case is that lesser interests shall give way to greater ones. Free and safe access to the Bay is imperatively demanded by the citizens of Toronto; it is also in the public interest that the most ample facilities be afforded to both the great companies controlling the roads, and the problem is, How can both these objects be best attained?

In their desire to retain the fullest advantage which railways afford, the citizens of Toronto are disposed to favourably entertain a desperate plan. It is seriously proposed to erect a brick and stone arched viaduct, at a high level, across the Bay front of the city. Aesthetic considerations have no weight, and the permanent unsightliness of such a structure receives, and, perhaps, deserves, little attention. The immense cost of such a work is lightly regarded, in view of the belief that it is the best means of securing safe access to the Bay. Toronto, however, is a port, and each of the seven lines must be allowed to reach the water's edge; so that, in addition to

the tracks on the viaduct, there must also be lines on the level, on the east of the Midland road, and on the west for the other six entering from that direction. It will thus appear that free passage to the Bay would only be practicable for a short distance, say from the present Union Station to Berkeley Street. Even this boon would be an immense advantage, and the present intolerable condition of affairs must speedily be got rid of in some way.

It is, perhaps, well that, in effect, there are only two companies to be dealt with instead of seven. None of the roads controlled by the C. P. R. Company pass over the entire extent of the Esplanade. This Company wisely created a distributing junction upon the higher land beyond the north-west corner of the city, shortening the route for all through traffic, and avoiding an unnecessary descent of some one hundred and fifty feet to the Esplanade level.

For more than thirty years the G. T. R. Company has had to lower the entire volume of their traffic from the heights of Scarborough to nearly the level of the Lake, whilst in passing onward to the west, the higher elevation has again to be reached. The reverse happens to through traffic bound eastward, and whilst the road has been operated at this mechanical disadvantage, the citizens of Toronto have been groaning under the evils of a level crossing along the main front of the city. A thorough and permanent remedy suggests itself, one that would benefit the Company mainly interested, and which the "loop line" route has anticipated to some extent. Differences of view as to details would, no doubt, arise, but if the all-interested parties met they could hardly fail to agree that their common interests far exceeded those which conflict. By means of a friendly conference between the city authorities and the able men who carry on the affairs of the G. T. R. Company, the basis of a satisfactory settlement ought to be soon reached. Roughly stated, a reasonable solution should cover the following ground:—

1. The straightening of the main line of the Grand Trunk Railway along the high land above the navigable portion of the river Don.
2. Entrance of all roads into the city from the west over the Queen and King Streets subways.
3. Joint or adjacent terminal points for all passenger traffic not further east than the present Union Station.
4. Access to the navigable portion of the river Don on the East bank by a road common to all lines.

One important change included in the above is less immediately needed. The alteration of the line of the G. W. division of the G. T. road can possess few attractions to the Company, and the city may well refrain from urging this change, though it will become of increasing importance from year to year to have the beach as far as the Humber freed from a source of danger. The other changes will commend themselves to that Company. The question of the swinging bridge across the Don will be disposed of, and on through traffic business a saving in perpetuity will be effected.

The benefits of such changes to the city would be incalculable. To unimpaired railway facilities there may be added the advantage of a station at North Toronto for each of the seven roads, the convenience of which would increase with the growth of the city; the possibility of a true Esplanade from York Street to the northerly end of the Don Canal; the heart of the city would be as free from railway dangers as is the city of New York; overhead bridges west from John Street would simply follow the lie of the land.

The C. P. R. Company would be less directly interested in this solution, and their comfort rather than their necessities would alone have to be considered. W. H. Cross.

#### MIRACLES: A MIDNIGHT MEDITATION.

[Midnight of 10th July, 1889.]

IT is a lovely night, but awfully hot; too hot to go to bed. I shall just lie here, stretched on the hammock, and catch whatever breeze may reach this verandah, and gaze upon the heavens, and think. What a glorious spectacle the heavens present just now! The moon and Jupiter in conjunction towards the east—the Scorpion, with his fiery heart and crooked claws and sweeping tail, due south—and the pure white star of Virgo declining in the west. There sails the moon, almost full, with her calm, cold, shiny face; and there is Jupiter, only three or four degrees from her, with his bright, steady glow—he is at white heat, so to speak.

And yet, if one had not been taught otherwise, I doubt if one could observe, with the naked eye, any difference, except quantitative, in the light of these two; or would think of one as "cold" and the other as "hot." But science has taught us so. Our satellite is dead: extinct volcanoes and dried up oceans can be read upon her face, but no fire, no water, no air, no life. On the other hand, as to Jupiter, we know his volume is immense and his specific gravity light—the chances are he is cooling down from a vaporous state. Does he yet contain living creatures, I wonder? Possibly his present condition is just fit for the "evolution of protoplasm;" who knows?

Anyway, that the moon is cold and dead, and that Jupiter is hissing hot, are to be accepted as facts. Yet I don't suppose that one out of ten thousand has ever looked through a telescope or spectroscope to verify these facts for himself. What have we got, then, upon which to base our view of things? Simply the assertions of those who have verified these facts; who have investigated with telescope and spectroscope, and have told us what these

heavenly bodies are made of. When I look on these two planets in conjunction and fancy I discern a difference in their light it is, no doubt, because my imagination has been coloured by the testimony of the savants. For do what you will we must take things on trust. "Justification by verification" is all very well for men like Professor Huxley. But we ordinary mortals must needs take their word for it. Life is too short for every man to verify everything for himself, to say nothing of the expense of such a procedure. We must needs depend on the "testimony" of others every day of our lives. We must needs "walk by faith and not by sight."

I was reading this morning Professor Huxley's last rejoinder to Dr. Wace, in the June number of the *Nineteenth Century*. The advocate of "Justification by Verification" finds it impossible to accept any account whatever of the miraculous. There is with him no sifting process: all miracles—ancient or modern, Christian or Pagan, scriptural or extra-scriptural—are alike rejected. He holds Hume's opinion that no amount of testimony can establish the truth of a miracle, because a miracle is contrary to experience. Of course it is, otherwise it would be no miracle. By the way, what a difficulty has been found in defining this word! What is a miracle? "Something contrary to Nature," says one. But if a miracle ever happened at all, it was manifestly not contrary to nature—at all events not contrary to the nature of a miracle. Another says, "A miracle is a suspension of the laws of nature." But the "laws of nature" mean all the laws of all the universe. If a miracle was ever performed it was performed by some law or other; and the law by which it was performed must have a place found for it among the "laws," known or unknown, of the universe. "A miracle," says a third, "is a controlling or directing of some known law or laws of nature by some higher and occult law." I think we may accept this definition. But if so, why, then, miracles are occurring every hour. Here is the moon shining right on my face: it is by law that she does so. The rays of light reflected from the moon, obeying the laws of light, must shine on my face; they can't help themselves so long as my face is in their way. I find it disagreeable, however, and yet don't want to leave the hammock: so I hold up this *Nineteenth Century* magazine and intercept the moon's rays. I "control" a law of nature by another "law," born of my own free-will. No doubt that mosquito which has been bothering me so, and which seems to have fled precipitately, was scared by the darkness which suddenly covered my face, and thought a miracle had happened. And he was right; it was a miracle—from the mosquito's standpoint.

After reading the professor's article, I turned up, with the aid of a concordance, every passage in the Bible wherein the word "miracle" occurs, and compared it with the original and also with the Revised Version; and I see the good old word has almost disappeared in the new revision. This is a pity; and certainly the sense is not improved by the scrupulous literalness of our modern revisers. For instance, St. John, in his gospel, invariably uses the word *semeion*—"a sign," and "a sign" it invariably is in R.V. But many passages are rendered very flat and unprofitable by this idiomatic stiffness, e.g. (ch. ii. 11), "This beginning of signs did Jesus;" (v. 23) "Many believed on His name beholding His signs;" (iii. 2) "No man can do these signs that thou doest;" (x. 21) "John did no sign," and many others.

In the Greek testament there are three words used which may all be included in the generic term "miracles," viz., *semeia*, *terata* and *dynamis*. These three are rendered, very literally, in R.V. by "signs," "wonders" and "powers" respectively. Occasionally the last named is accorded the old-fashioned term "miracles."

A miracle, then, according to the New Testament, is (*dynamis*) a "power," or the effect of a power, force or energy which is mysterious or unknown to us, and is therefore (*teras*) a "marvel" or "wonder," and also (*semeion*) a "sign" or "token" that the worker of the miracle possesses a "power" beyond our ken: and so the miracle inspires us with a reverence and awe of the worker thereof.\*

"In that case," it may be replied, "anyone who astonishes another with some trick of jugglery or legerdemain performs a miracle." Well, so he does; it is a miracle to the beholder so long as he cannot understand the *modus operandi*. For a miracle (i.e., a marvel) is such only relatively and subjectively. It is no "marvel" to the performer; to him it is only a matter of course. The sudden eclipse of the moon wrought by the magazine in my hand was a miracle to the mosquito. The white man in the heart of Africa performs miracles in the eyes of the blacks. The English heroes of "King Solomon's Mines" did perform veritable miracles so far as the beholders were concerned. They really and truly prophesied an eclipse which actually came to pass, because they were possessed of information (if it was through a penny almanac) which transcended the comprehension of the blacks. Again, let an untutored savage be taken into New York or some seaport town. Let some one say to him:—"You see that huge rock some three or four miles off in the midst of the bay. Inasmuch as that rock is in the way of the ships, I have decreed its destruction. This little child here shall, at my bidding, touch this little button. The moment she does so you will see that huge rock shattered into a thousand pieces!" Or again, the untutored savage, in the company of a similar guide, is in the midst of a large town at midnight. All is in total darkness. His guide

\* See Christlieb's "Modern Doubt and Christian Belief." Lecture V.