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Literary Notes

License of the Pen.

CANADIANS in general are clan-ishly proud of the achievement of Canadian authors, and New Brunswickers in particular are inclined to "haloise" the little group of literary celebrities who are natives of that province. But, because these writers are New Brunswick born and bred, it is not necessary to expect unvarying and literal accuracy whenever they deal with subjects pertaining to their native land.

For instance, in Charles G. D. Roberts' "The Heart that Knows," an eccentric old lady refuses to pay the equally eccentric merchant a small bill, whereupon he starts for town to obtain a "capias" against his obdurate customer, and, as far as we are able to infer from the narrative, he succeeds. Now, Mr. Roberts as a New Brunswicker in good and regular standing, must have known that by the statutes of his native province a magistrate may issue a "capias" against a defendant "if neither a member of the Legislative Assembly, nor a female."

Again, the same writer in "Kindred of the Wild" speaks of a house in the village of Edmundston "ever enfolded in the sleepless roar of the Falls of Madawaska." As a matter of fact "the Falls of Madawaska" are quite insignificant, and the "sleepless roar" thereof is largely a matter of poetic imagination; while the Grand Falls which the author may have had in mind, are about forty miles south of Edmundston.

* * *

White Walls, by Max Pemberton. Ward, Locke & Co.

Mr. Pemberton in this novel goes to Hungary for his plot. He has evolved a fascinating story of political intrigue. "White Walls" is like the rest of Mr. Pemberton's work; it is not literature, but a rattling good bracer for jaded people. He who begins to follow the fortunes of Jara of an afternoon will forget that he ever spoke of spring fever. What more need be said?

* * *

Arthur Stringer, author of "The Wire Tappers" and many other books, has left for Bermuda to join the already extensive literary colony there and complete a novel of Canadian life in the Far North, which he is writing in collaboration with Arthur Heming, the well-known Indian and wild-life artist.

A New Lord Mayoralty.

THE King has been graciously pleased to direct that the Mayor of the city of Norwich shall henceforward enjoy the style and title of Lord Mayor, in view of the position occupied by that city as the chief city of East Anglia, and of its close association with his Majesty.

There are now sixteen lord mayoralties, all created within the last eleven years except those of London and Dublin. The dates of creation are as follows:

London	1189-91
Dublin	1665
York, Leeds, Belfast, Liverpool, Manchester, Birmingham, Sheffield, and Bristol	1899
Cork	1900
Sydney and Melbourne	1902
Cardiff	1905
Newcastle-on-Tyne	1906
Norwich	1910

The title of "lord" is given to the provosts of Edinburgh, Glasgow, Dundee, Aberdeen and Perth.—*London Telegraph*.

Complaints from Passengers

"Yes," said a citizen the other day in conversation with an official of the Toronto Railway Company, "two or three times I've seen things on the street cars that ought to have been reported. But I never made a complaint, because I was afraid I might get some fellow fired who had others dependent on him."

For the benefit of this citizen and passengers generally, it should be explained that very often a timely correction has saved a motorman or conductor his position.

When a passenger has just ground for complaint against an employe of the Company it is because the latter is acting either in ignorance or disregard of the wishes of the Management. If he offends through ignorance, it is doing him a good turn to notify his employers, so that they may have an opportunity of educating him. Faults that are due to lack of understanding are usually slight at first, and if they are then observed and amended not much harm is done. The correction makes a man more fit for his work, and the person who first called attention to his remissness has helped to bring this about. It is plain that a passenger who lodges a just complaint against a motorman or conductor is really befriending him, and is also doing something to protect the public.

Of two things passengers may be assured—No employe will be discharged by the Toronto Railway Company without good reason; and no complaint, however trivial, will be pigeon-holed without investigation. If the employe complained of is at fault, the necessary correction will be given him, and he will be all the better for it. He will not be the better for an altercation with the passenger on the car; nor will the employe, the passenger or the Toronto Railway be improved if citizens cherish silent grievances and give nobody a chance to set them right.

The Company is always on the alert to makes its motormen and conductors more efficient, because the more careful and courteous they are the better can the Company serve the public. Therefore the Company requests the citizens to co-operate with it, and to report instances where its men fail in their duty, either to the company or to the Public which the Company serves.

JAMES GUNN

Superintendent

Toronto Railway Co.