

As the World Goes Round

breadth. He has the shoulders of a Titan. I should judge him to weigh close to 250 pounds. The tan of the drill-ground is on his face; and the military puttees bring out into plain relief the great muscles of his legs. Altogether, more pugilist than president. It is only when the Glengarry cap is off that the close-cropped grey hair, and thoughtful forehead, remind one of the gown and mortar-board out of which he so recently emerged. . . . A fine figure of a man is Fighting George Cutten, Captain.

We shall not be surprised to hear before very long that Fighting George Cutten and his Acadia boys have taken some German trenches! Theirs is not the sort of spirit that can be easily quelled, nor the kind of courage that stops short of accomplishment. It is the spirit of the men who came originally from Scotland, grim, brawny men with great bones in their bodies and wiry muscles strung over them like bands of steel. But it is also the Canadian spirit, a product of the old world but sharpened and strengthened by exposure to the new problems and the unmeasured difficulties in the new world. These are the men who are making the Maritime Provinces the easterly epaulette on the shoulder of Canada.

Is There a Railway Muddle?

(Concluded from page 12.)

at Ottawa, or at the various provincial capitals.

Those who object to what has been done usually complicate their arguments by asserting that we have too many railways in Canada; that they have been too expensively constructed, and that they have in part been constructed through non-productive territory. More than once the reckless charge has been made that the entire cost of our two junior transcontinental railways fell upon the country either directly or through commitments in the way of suretyship. The truth is that the Dominion Government only guaranteed the bonds of the Grand Trunk Pacific to the amount of \$13,000 a mile in respect to the prairie section, although that mileage cost about three times that amount. As to the mountain section, the Government guaranteed bonds to the extent of 75 per cent. of the entire cost. A very considerable part of the money expended on both sections was raised upon the credit of the Grand Trunk Railway of Canada. As to the Canadian Northern, it undoubtedly raised large sums on Dominion and Provincial guarantees. It put into the road, however, at least \$200,000,000, which no Government in Canada ever obligated itself to pay.

Canada, in the nature of things, had to either construct railways or aid private corporations to construct them. Imperial, national, military, and economic necessities made this imperative. The railway business, upon which 20 per cent. of our people depend for their daily bread, has received, it is true, the fostering care of the Government, but has it been assisted to any greater extent than many other lines of business less essential to the commonwealth?



CANADIAN soldiers are pretty good workers on the farms behind the lines, and when it comes to "doing their bit" in a peaceful way are usually on the spot with such things as potato forks. But it happened that these three French damsels were digging in the same field, so the soldiers quit work for the sake of practising their French vocabularies. Carry on, men—carry on.

One of the Australian heavy batteries in action on the west front. These were a few of the guns in that unheard-of, but not

unheard, concert of 6,000 guns at once on both sides in the battle of the Somme.

In the picture below a number of Canadians got their final instructions just before going into the trenches. They are probably new men. Under such conditions what the officer says to-day he may live to see contradicted to-morrow; but in the meantime he gets as much attention as though he had just heard from headquarters that the entire German army was everywhere in full retreat.

