

Mr. Gibbon has pointed out that wealth and popularity are often a hindrance rather than a help to an author, and that greatness in literary men has more often been rewarded by poverty than easy circumstances. At the same time, the mind cannot do its best work when harassed by monetary cares; and while such may have been the case in the past before literature came into its own, surely now we have advanced enough to see that those who minister to our pleasure in this way, should at least have sufficient monetary reward to put them beyond the reach of such destitution as fell to the lot of Major Richardson, whose case formed the occasion for Mr. Douglas' trenchant remarks.

NOTES AND COMMENTS

(By Rev. R. G. MacBeth, M. A.)

THE RAILWAYS.

Extravagant expenditure on some of the railways, the use on outside enterprises of money that should have gone into the roads for which it was intended, together with the shutting down of the great money-to-lend markets of the world on account of the war, have conspired together to throw a number of Canadian railways either into something like bankruptcy or into the hands of the Government of the country. The one solution of the difficulty would seem, to the ordinary man, to be the taking over of all the roads by the Government and the using of the immense profits on Canada's greatest railway to pay the deficits on the others till conditions improve. There would be no injustice in this because there would be no robbery of any man's holdings which would be taken proper account of by a duly qualified Commission. This control and operation of the railways might be for the period of the war or it might be for all time if the rights of all parties are duly conserved. But men might as well make up their minds that the practice of allowing railways to run in order that a few men and their descendants may be made millionaires by exploiting the resources of the country will not be tolerated much longer. When the profits of railways in the early days was almost wholly problematical and it was stated by public men that the first transcontinental "would not make enough to pay for axle grease," there was some excuse for handing over to the builders, extensive land grants and such like. But never again. Canada is an immense country with a comparatively small population. At the present time it has rather more railroad than required, especially in view of the fact that some of the lines parallel one another to too large an extent. The building of these roads involved heavy expenditure but they, and more, will be needed bye and bye. Canada is only in the making. But in the meantime the railways as a whole should not be draining the country if there is any way of preventing it. To take over all the roads that are practically bankrupt and leave the one which is producing a big surplus is not fair to the taxpaying people. And the people are thinking hard these days.

ROOSEVELT.

The present serious illness of the redoubtable man who has been called "the battle him of the Republic" to the south of us, attracts the attention of the world to a remarkable personality. A composite of Netherlands stability and American impetuosity, Roosevelt was one of