

But ever with his feet set toward the height  
To plant the banner of the Common Right.  
And ever with his eye fixed on the goal,  
The Vision of a City with a Soul.

And he is fallen? Aye, but mark him well,  
He ever rises further than he fell.  
A Man is passing? I salute him, then,  
In these few words: "He served his fellow men.  
And he is passing, but he comes again."

He comes again, not in that full-fleshed form  
Which revelled in the charge, which rode the storm.  
But in that firm-fixed spirit which was he,  
That heritage he left for you and me—  
Before no Vested Wrong to bow the knee,  
Before no Righteous Fight to shirk or flee,  
Before all else to make men free, free, free!



## PUBLICLY OWNED RAILWAYS.

### The Swedish State Railways.

Some of the Continental State railways have had an exceptionally good year during 1911, none more so than the German. Still the Swedish railways have also a very satisfactory record, the gross revenue amounting to 76,616,898 kr.,\* and the expenditure to 58,109,875 kr., the net profits thus being 18,507,023 kr. From this surplus a sum of 500,000 kr. goes to the pension fund of the State railways. The figures for the previous year were respectively 72,131,021 kr. and 55,549,867 kr., the profits thus amounting to 16,581,154 kr., from which, however, 350,000 kr. went to the pension fund. The increase in the profits of last year is further enhanced by the fact that during 1911 1,280,000 kr. more than during the previous year were appropriated for pension expenses, and 1,850,000 kr. were written-off on the material of the State railway.—From *Engineering*, London.

### Danish State Railways.

The Danish State Railways have published their report for the year 1910-11, which shows an improvement compared with the two preceding unfavorable years, the surplus having risen about 500,000 kr., from 2,891,000 kr. to 3,405,000 kr. During the previous year the receipts increased 3½ per cent, and the expenditure 4 per cent, whilst in last year the revenue increased 3.1 per cent, and the expenditure only 2 per cent. The increase comes under the head of goods and cattle, the revenue from the passenger traffic having decreased, which, however, is not owing to a smaller number of journeys (these having actually increased), but to a falling-off in first-class passengers and long-distance journeys. The sale of the somewhat dearer express train tickets has also diminished. The number of journeys amounted in the aggregate to about 21,300,000, of which 90 per cent were third-class, 9.8 per cent second-class, and 0.2 per cent

first-class. The aggregate revenue amounted to 45,408,000 kr., of which 20,261,000 kr. come from the passenger and 22,175,000 kr. from goods traffic. The aggregate expenditure was about 42,000,000 kr. The total capital invested in the Danish State Railways amounts to 262,000,000 kr. The rolling-stock comprises over 600 locomotives, about 8,800 goods and cattle wagons, and about 1,500 passenger carriages, capable of accommodating 70,000 passengers. The State Railways further own eight vessels, twenty-three ferries, and ninety-five ice boats. During the year twenty-six persons lost their lives on the railways, one of whom was a passenger. The staff numbers rather more than 13,000.—From *Engineering*, London.

### Queensland Government Railways.

Evidence of Queensland's progress may be found in the fact that the State has 3,850 miles of railways open for traffic. No country in the world with such a small population can show such a mileage. The railways are built and owned by the State. In addition to the above number of miles, many miles are under construction, and Parliament has sanctioned the building of the Great Western Railway, to run from north to south of the State, and to be connected with the termini of existing railways running back from Brisbane, Rockhampton and Townsville. Parliament has also sanctioned the extension of the North Coast Railway from Rockhampton to Cairns; so that before long the far north of Queensland will be connected by rail with all the Southern and Western States of the Commonwealth. The general policy of the Queensland Government is to connect the agricultural lands of the State by rail with market towns, so that the settler can readily dispose of his produce. For this purpose branch lines are being built in almost every direction, thus further increasing the prosperity of the State.—From the *Railway Engineer*, London.



## WHAT HAS TIME BROUGHT?

### For The Public.

Oh, the days and the weeks and the years that have passed

Since the time when our baby eyes first saw the light!

What have they brought?

What have they taught?

Some have brought sorrows, and some have brought fears;

Some have brought worry and sadness and tears;

Some have brought trouble and darkness and night.

But each of the days and the weeks and the years

That has come and has gone since the race first began,

In spite of the sorrow and sadness and tears,

Has added its mite to the progress of man.

\*Swedish and Danish "kroner" are coins worth about 27 cents in American money.