

tions and problems, and one on philanthropy and social uplift. Among the subjects in the former course, the symposium on employers' liability was participated in by members of the State Legislature, and well illustrated the possibilities of educational work of this kind. Already there may be noted a more scientific attitude towards the problems of philanthropy and social advance, and an indication that the Institute is to become a permanent feature of Milwaukee's civic life. The Socialist municipal administration is in sympathy with the movement. Concrete results, such as the construction of model tenements, the appointments by the Mayor of Child Welfare and Tuberculosis Commissions, and the organization of a Conference of Charities and Correction, show that earnest men and women, of whatever political name, may band themselves together, and, if their methods be intelligently adequate, the popular response will also be adequate.

#### MORE SAFETY FOR RAILWAY EMPLOYEES

Surely no legislation is more important than that which provides for the preservation of human life. To that end the Railway Appliances Act has done much. It will do more now that the Supreme Court of the United States in two cases has affirmed its true principle, scope, and meaning. One of the cases arose in the suit of E. M. Delk, a brakeman on the St. Louis and San Francisco system, for injuries received while trying to manipulate the defective coupler of a car. Under the Safety Appliances Act railway companies must equip each car used in moving inter-State traffic with couplers which couple automatically by impact and which can be uncoupled without the necessity of men going between the ends of the cars. The lower court held that the statute did not impose upon the carrier an absolute duty to keep its cars in good order at all times, but only the duty to exercise reasonable diligence when it came to repairing the appliances. The direct reverse of this ruling was announced by another lower court, however, when the Federal Government sought to recover from the Chicago, Burlington, and Quincy Railway Company damages for alleged violations of the Act. The railway com-

pany appealed from the decision, proving that it did not know that its cars were out of repair and claiming that, as it had no intention of violating the law, it was not liable. The lower court's decision—that the statute imposed upon an inter-State carrier an absolute obligation to keep its safety appliances in repair—is now affirmed by the Supreme Court in both cases. Henceforth, we are glad to say, railway companies will not be merely required to exercise "reasonable diligence" in repairing their automatic couplers and other appliances prescribed by law; they will be under an absolute duty to keep them in repair.

#### ROSES AND RAILWAYS

Now that the public is to take a friendly interest in railways, and especially in those roads which have recognized the fact that they are dealing with human beings and not with bales of hay, there is likely to come in the near future a co-operation between the two which will make the railways more attractive and increase the joys of travel. A number of railways have recognized their obligations to the public, from which they derive all their privileges, by building attractive stations and approaches; and here and there, in many parts of the country, one comes upon artistic bits of scenery which the railway managers have been wise enough to create. The roads could be greatly helped in the matter of making their local approaches, and, for that matter, their entire track lines, more attractive for travelers by the co-operation of their neighbors. Recently, at a station in the suburbs of Philadelphia on the main line of the Pennsylvania Railroad, a gang of men began to dig two thousand holes on two large banks between which the railway passes. In these holes later were planted two thousand trailing Japanese roses, presented to the road by Mr. Edward Bok. These plants were selected on account of their extraordinary productivity, one carrying very nearly two hundred blooms. In the future, passengers, instead of looking out at black masses of earth, or, if they are more fortunate, scantily growing grass, will pass between hundreds of thousands of roses. This private contribution

by a commuter to the beauty of the road which carries him to and from his home to his business is an example which ought to be contagious. If the public is to hold the railways to a high sense of their responsibility, it ought also to co-operate with them in the endeavor, not only to secure courtesy, attention, and thorough service, but also to make the railway, so to speak, a delight to the eye. The planting of roses may be one way of ridding the landscape of the hideous invitations to drink particular brands of whisky and to wear particular kinds of underclothing which now irritate the passenger and make him wish he lived under an absolute monarchy and were a friend of the king.

#### THE PAYMENT OF MEMBERS OF PARLIAMENT

As popular attention has been much taken up with the interesting proposals for industrial insurance made by Mr. Lloyd-George, British Chancellor of the Exchequer, comparatively little attention has been given to his proposal to pay salaries to Members of the House of Commons, the lower branch of the British Parliament. He suggests a salary of \$2,000 a year. Every one, everywhere, will immediately contrast this with the salaries paid to members of the lower house of the Parliament in his particular country. In this country, for instance, the members of our House of Representatives receive \$7,500 a year. This seems the top notch in such compensation, and it is proper that it should be, since the cost of living here is higher than elsewhere. The next highest figure is received by French Deputies—\$5,000 a year, together with a large discount on railway transportation. Canadian Representatives get \$2,500 a year, minus \$15 for each day's absence. Mexican Deputies get \$1,500 gold, without any transportation expenses. Hungarians get \$1,000 a year, and also \$330 for house rent. German Deputies get \$750, together with free railway passage, but are fined \$5 a day for absence. Italian Deputies are paid nothing, but have free passes on all the railways of the Kingdom. Thus the figure proposed by Mr. Lloyd-George, \$2,000 a year, seems fairly reasonable, although it is already criticised

by many as being entirely too small to serve the legitimate purpose of a salary. The main thing to be kept in mind, of course, is that the British Parliament seems finally in a fair way to adopt at least the principle that members of Parliament should be paid for their services, even if the previous condition has not worked as many hardships as might have been the case otherwise, for the Irish members have been practically supported by funds from this country, and the Labor members by the trade unions. Nevertheless, the change to a more self-respecting system will, we believe, have a proportionately beneficial influence on British politics.

"Pinafore" was revived at one of the theaters in New York City last week, the very night of the day of the death of its author, Sir W. S. Gilbert, who, in collaboration with Sir Arthur Sullivan, wrote some of the most popular lighter operas of the last generation, and who was knighted by King Edward in 1907. A whole generation of theater and opera goers has enjoyed the clean and captivating operas, or operettas, which were the joint product of two men who worked in singular harmony of purpose. Sir William was born in London seventy-five years ago, educated at Great Ealing and later at King's College, from which he withdrew, however, before receiving a degree, in order to enter the Royal Artillery while the Crimean War was stirring all England. When "Fun" was started in 1861, his career as a writer began, and he soon secured a popular reputation, chiefly by reason of his "Bab Ballads," which have become a part of the humorous memory of all the English-speaking people. At the suggestion of an expert playwright, he took up writing for the stage, and made a success in a burlesque called "Dulcamara; or, The Little Duck and the Great Quack." "La Vivandière," also a burlesque, produced a little later, ran for one hundred and twenty nights. Then came a group of very happily conceived and phrased plays, which were at once witty and poetic: "The Palace of Truth," "Pygmalion and Galatea," and "The Happy Land." It was in the