



REFLECTIONS

BY STAFF WRITERS

HOW we pity the heathen of uncivilised lands who sacrifice fortune and life to the gods of their fancy! But in these days we have built for ourselves a god who holds all civilised nations under sway. Our

THE GOD OF TIME

god is Time. For Time we have expended hundreds of millions of dollars in the construction of electric railways and other time-saving traction devices. Hundreds of millions of dollars are being spent to-day in tunnelling the Hudson and East Rivers into the Island of Manhattan to do away with ferry boats that at the most take only a few minutes to do their work. Steam railways all over the continent of North America have spent and are spending millions in straightening curves, reducing grades, replacing light rails and purchasing more powerful equipment. Trans-Atlantic steamship lines are striving with nervous energy to acquire huge steamers equipped with turbines and the latest speed-making devices that an hour or two may be clipped from the voyage between the old and new worlds. To Time we not only sacrifice our money but our lives. S-p-e-e-d spells danger. The electric cars exact a toll of human life unknown in horse-car days. Each week brings a fresh horror on the steam railways. No one will ever know the exact number of lives offered at the shrine of Time in the construction of the New York subway of tunnels, or be able to count the human lives lost in faraway marsh-ridden Panama. The despot Time bankrupts our nations, greedily devours our citizens, and, if perchance he leaves our fortunes, or even increases them—for he is a god of whims—if he spares our lives for a while it is only to cast us, nerve gone, into premature graves. Surely there is a limit to the price we shall pay for Time.

JUST what effect Mr. Borden's advocacy of Civil Service Reform will have on that movement it is difficult to accurately forecast. Some persons believe that his open and frank adoption of it as one of the planks in

CIVIL SERVICE REFORM

his platform will incline the Liberals to oppose it. There is a sort of rule-of-thumb that what Conservatives advocate must be opposed by Liberals and vice versa. It is a foolish rule, however, and has had many exceptions. For example, both parties are in nearly the same position with regard to the tariff, while fifteen years ago they were a long distance apart.

Mr. Borden's adoption of Civil Service Reform will popularise it to some extent with his own party and this is a very necessary step in the movement. The Conservative party is not yet pledged to the movement, and Mr. Borden's followers have a great many prejudices against it. The Opposition Leader will have to do some strong arguing within his party and among his supporters. He will find it necessary to explain to the Conservative members his reasons for adopting this particular plank. All this will make for the spread of the ideas and principles embodied in this reform. In this way, progress will be made.

As for the Liberal party, Mr. Borden's advocacy will cause them to give more attention to the subject, if only to be able to meet his arguments. If the cause of Civil Service Reform is worthy and well founded, some of the Liberals by their investigations will be converted

to it. They may not make their conversions public at the present time, but the change will ultimately become public. Further, if the Liberal Party becomes convinced that the time is ripe for Civil Service Reform, Mr. Borden's advocacy will not hinder their introducing some measure paving the way for progress along this line.

It behooves every citizen who believes that patronage should be taken out of the hands of the members of parliament and the defeated candidates of the dominant party, to keep on agitating. The welfare of the country demands it, and the country's welfare is more important than the political success of either party. Civil Service Reform is a citizen's movement, a national movement, and as such must be pushed forward regardless of the attitude of either political party.

MR. CHARLES DEVLIN, member for Nicolet, has been urging a spirit of toleration among his Roman Catholic friends, asking them to extend the hand of friendship to their Protestant fellow-citizens.

TOLERATION IN CITIZENSHIP

This is the attitude which should be adopted by all public men, whether Catholic or Protestant. A good understanding among all classes is the only basis for national progress. Religious toleration and forbearance is absolutely necessary to national unity.

In the past, self-seeking politicians have appealed for political support because of religious affiliation. This has occurred in both Protestant and Catholic communities. It will no doubt occur again, but it may be kept well in check if the leaders in both parties will frown upon it. The great trouble is that in political frenzy and anxiety to win, the politician loses much of his sense of dignity and responsibility. In Canada, men are too often content to drop their principles for the sake of temporary success, forgetting that by such conduct they become political renegades and enemies of social progress.

Religious toleration is practised in Canada now; if it could be extended to cover all classes it would greatly improve parliamentary, municipal and business life generally. Every person who has influence should make a point to do all in his power to aid in this extension.

LAST Saturday afternoon two ocean greyhounds, the "Lusitania" and the "Lucania" set out from Liverpool for a race across the pond, although the usual denial was made regarding the race element of the voyage. The former vessel is supposed to be the supreme achievement up to date in steamship manufacture and equipment, and as much secrecy has been observed regarding her passenger-list for this trip, as if she were carrying all the state documents of Europe. But before Christmas, the "Lusitania" may have a rival, since neither expense nor science is spared in the construction of the Atlantic Liner and Germany does not intend to be outdistanced or outspent by either England or America in the matter of luxurious steamships. It is prophesied that before 1912 we shall be crossing the Atlantic in three days—airship preferred. The modern craze for speed which leads both politicians and traffic managers to conclude that getting there is the chief consideration, is blamed for much of our unrest and nervous disorder. But a century from now we shall probably