

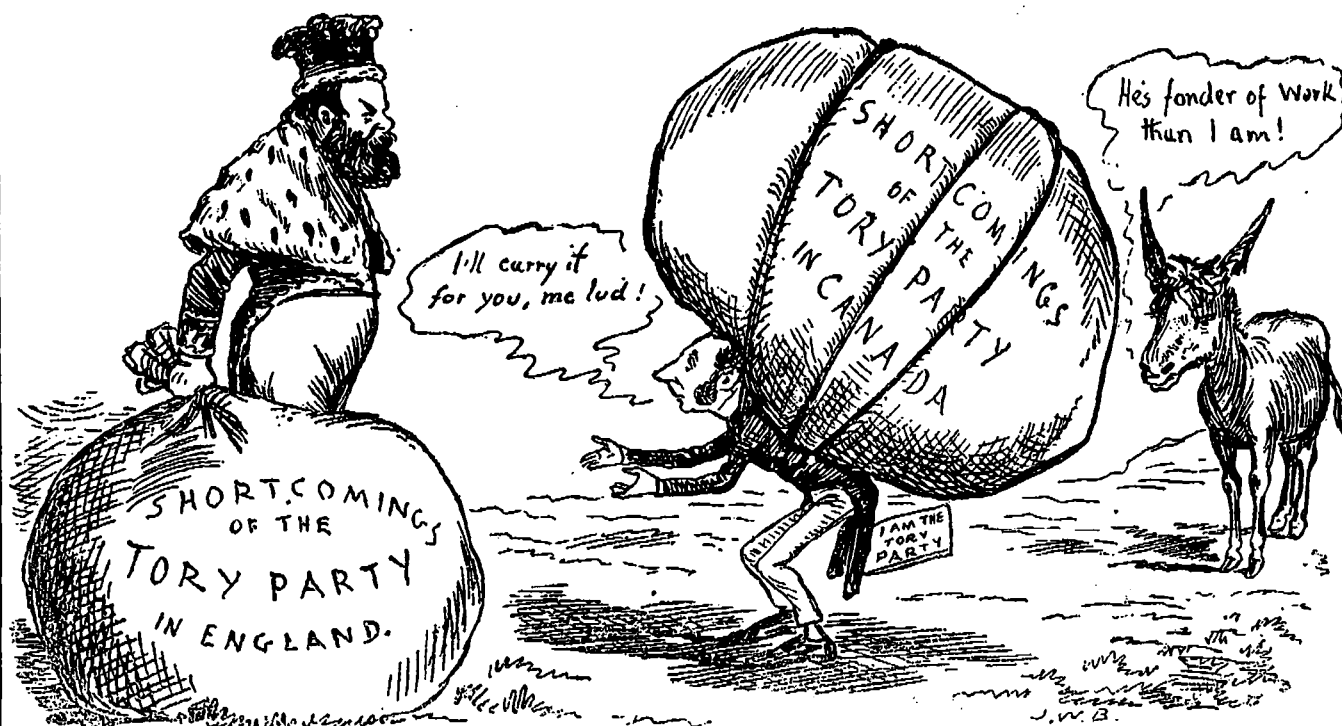
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ENOUGH TO MAKE EVEN SALISBURY LAUGH.

he might have been found ready and able to represent West Ontario, is nevertheless not altogether willing to admit that anyone else than the present editor of the *Mail* could be found more willing and able to represent the Tory party in Canada—especially able.

It appears that in Quebec the civil service wants to be reduced. This is not to say that it is the service itself that proposes the reduction, but rather a body of commissioners appointed to investigate and report as to the state of it. I have an idea that the state of the civil service in other Provinces than Quebec could stand an investigation and report, to say nothing about an improvement. Often an idea will rise in one's mind over the contemplation of a civil service office, and the idea is not so much about the good of the office as the use of the official. There have to be civil service offices, but you can not get everybody to believe that there have to be persons put into these offices whose sole labor and responsibility is to draw pay for the services rendered by subordinates, who, in turn, have the onerous task to perform of drawing pay for services rendered by more subordinate subordinates, as it were—and so on down. It is impossible to carry on Government without a civil service, and that is bad

enough; but a worse trouble is the impossibility of carrying on the Government without civil service employees. Professional politicians will have a frightful load of national sins to shoulder.

Some of the railway conductors have been getting into trouble and are now waiting in suspense, or more properly suspension, to learn what it is all about and what will be all about it. Perhaps it is a funny admission to make, but I never can reconcile with my notions of congruity the idea of a railway company discharging a conductor. It has always seemed to me, in view of the railway conductor's official bearing, that it would be more natural for him to discharge the company. Of course it is sometimes true that the Railway Company owns the road—after the Government have cancelled the lien and the municipal contributors have let their interest in it go by default. But on the other hand the conductor owns the travelling public, notwithstanding that it is only an occasional traveller he will own to an acquaintance with. And right here, it occurs to me, is the origin of some of the little messes into which the King of the

Cars once in a while finds himself. The conductor should not know a blessed man he meets on board until the train brings up at the end of the run and he finds himself at liberty—to make another run—on a convenient lager-beer saloon. The next best thing to knowing the spotters is to never mind them, but shut down on the dead-heads and other foolish practices.

"Has Vulcan left the skies?" is the title of a scientific article in an exchange. We understand that Vulcan is guilty of forging, and it may be that he has left the skies for Canada. —*Norristown Herald*.

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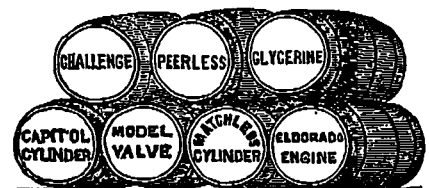


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