

harassments many, the financial rewards absurdly disproportionate to the burdens shouldered; but if the chance to do a live man's work for a live man's country counts for its full value, the citizens who can do the work will not reject its call.

"If the world knows all he has done, it is pleasant, of course; but if not, he has at least the satisfaction of knowing it himself. And as his old assistants follow him into his retirement with news of the fruition of one and another of the reforms he planted, he must be apathetic indeed if he cannot write across the balance-sheet of his experience, 'Account closed and profits distributed.'"

The above is throughout the opinion of a man of the highest rank attainable in the service. It has the point of view of that rank alone, and it is thoroughly typical. Whether one agrees with it or not, it is of value to civil servants to obtain as clear-cut a statement as to the career which the service offers, seen from the top.

WITH THE RAILWAY MAIL CLERKS.

By G. O'C.

Many of the railway mail clerks in London district wish me to voice their opinion that night-mileage should be computed from 6 p.m. to 8 a.m., instead of, as at present, from 8 p.m. to 8 a.m., for the reason that day work ends in all Government offices long before 8 p.m., night work naturally commencing at the close of day work. Their contention is quite reasonable, as day work generally concludes, all over the country, at from 4 p.m. to any hour up to 6 p.m. The reasonableness of the contention will grow as the idea is turned over mentally. Night mileage should be paid from 6 p.m. instead of 8 p.m.

Towards the close of the last session of Parliament, it will be remembered that the Postmaster General, answering many questions as to the conduct of post office affairs, showed some sympathy for the railway mail clerks. If readers will recall the debate, they will remember that all the daily papers differed as to what the P.M.G. said of his intentions regarding the railway mail clerks — differed to such an extent that I and others could not determine (until *The Civilian* spoke) what our prospects were. *The Civilian* makes the clear statement that the P.M.G. promised to have the railway mail service and the employees in the large city post offices placed on the same footing as the inside service, in permanent charge of the C. S. Commission, also stating that the change (to take place next year) would result in a revision of salaries with the prospect that the railway mail clerks would obtain increases.

I have not yet heard the general opinion of the clerks regarding this statement, but I am strongly of opinion that the Hon. Rodolphe Lemieux, if he carries out his plan as proposed, will be doing the railway mail clerks a desirable service, for, to take them entirely out of politics and patronage, will tend to improve the personnel of the service, will be another fine advance in civil service reform and will surely improve the financial prospects of the clerks, as the Commissioners whom they are to be controlled by singled them out for special mention in their general report a couple of years ago, and will surely, when the matter is in their own hands, do as much for them as they evidently hoped the Government would do for them. The outlook seems most hopeful to me. I feel quite sure that the steady growth of civil service reform inaugurated by the Government will give the members of the Government more time to attend to the important affairs of the Dominion and be of lasting benefit to it.