

courageous and magnanimous enough to attempt to lead rather than follow public opinion. The Service recognizes this, and so does the better part of the country. The other part will recognize it tomorrow.

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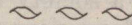
The last number of *The Civilian* contained a voluminous contribution to the subject matter of the two bills,—the text of the bills and the full debates in the House of Commons thereon. But this number was more than a week late in delivery at the post office, and the quantity of matter cannot be digested at this date. While the editorial mind is full of the subject, it is not intended, at the present moment, to enter into any discussion of the many-sided problems involved. One or two observations, however, may not be out of place.

The first is as to the Civil Service Bill as it relates to the Outside Service. Regret must be expressed that no progress has been made in regard to the extension of the merit system. The editors of *The Civilian* desire to assure our friends in the organizations far removed from the seat of Government, that this omission is not due to any laxity on the part of those entrusted with the task of making representations to the Government on their behalf. In memorials, in interviews, and in the final memorandum addressed to all members of Parliament, the Outside Service was given a prominence proportionate to the great interests at stake. The difficulties of the Finance Minister must be appreciated, and the non-abolition of patronage lies beyond him in the hearts of those members of Parliament who dare not, or think they cannot, consent to the elimination of the most vicious practice in Canada's national life.

A second point is in regard to superannuation. It is very likely that the proposed bill is, in many re-

spects, suitable to new conditions, that is, as it may effect future entrants. But as a means of disposing in any fair manner of a great many members of the Service who have seen their best days, and who should make way for younger men, the bill seems to be incomplete. Superannuation based on the small salaries of former days will hardly be sufficient to warrant the Government in disposing of the services of those who should be retired. Moreover, it may be extremely difficult for many to undertake the back payments at the rates imposed.

These remarks are chiefly introductory, and, by the way. Ample time is available for the fullest discussion of the bills, and *The Civilian* invites an expression of opinion from any member of the Service, and all such, if possible will be published in these columns.



PERILS OF THE RAILWAY MAIL SERVICE.

The dangerous position occupied by His Majesty's mails, and those in charge of them on the trains, is again forcibly brought home to us by the recent wreck on the C. N. R., in which Mr. John Faija was the unfortunate victim of the system which sandwiches a light mail car between the steel tender of the engine and the heavy baggage car.

Often all that lies between the clerk and destruction is the thin partition which confines the mail; that end of the car carrying the mail is five times out of six, placed next to the tender.

We hear a good deal about "Safety First," which has recently been taken up by the railroads, for the protection of life and property, so that a movement on the part of all Railway Mail Clerks for safer cars and a safer place on the train for His Majesty's mails should gain the sup-